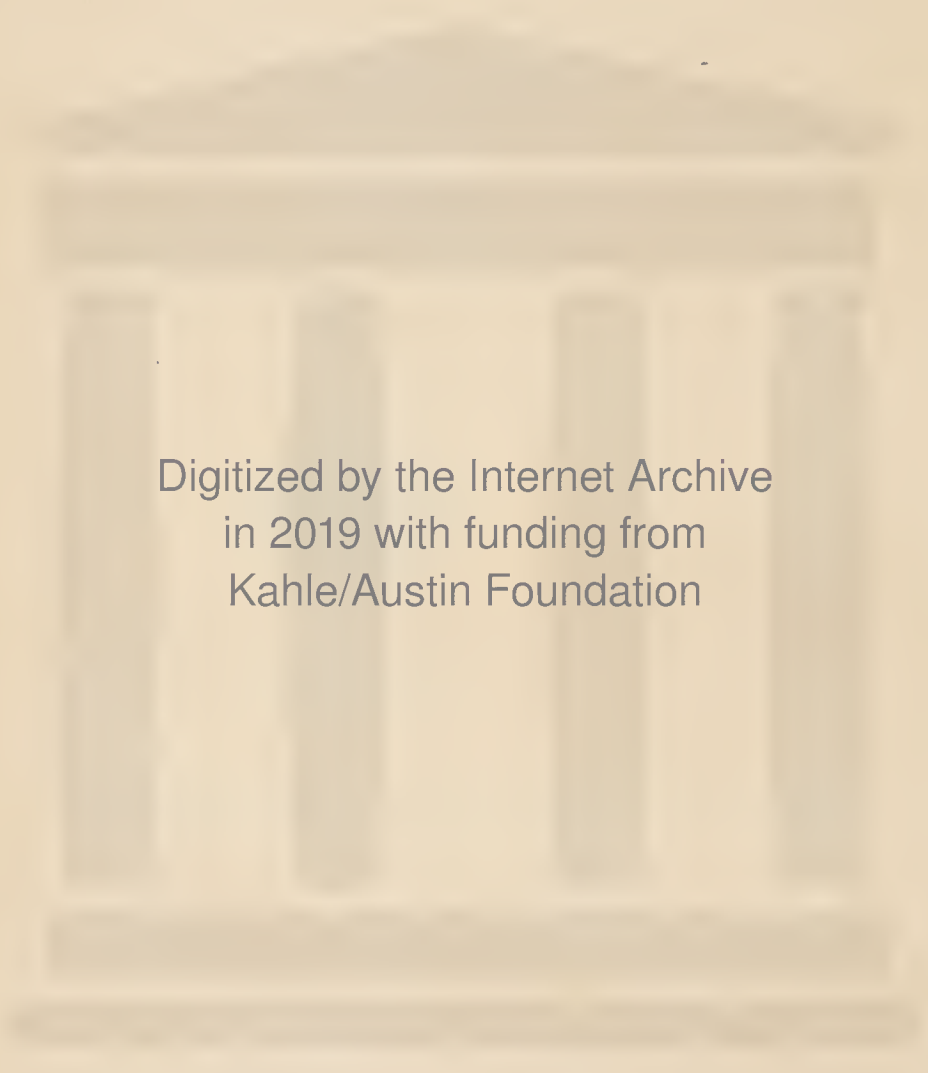




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VOL. LXVI.

FIRST DUTCH WAR

VOL. VI.

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LETTERS AND PAPERS
RELATING TO THE
First Dutch War
1652—1654

EDITED BY
C. T. ATKINSON
FELLOW OF EXETER COLLEGE, OXFORD
FORMERLY DEMY OF MAGDALEN COLLEGE, OXFORD

VOL. VI.



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P R E F A C E

THE unduly long interval which has elapsed since the appearance of the previous volume of this collection requires both explanation and some apology to any members of the Society who for any reason may have wished to see the Dutch War papers completed. The explanation is, briefly, the war, but for which Volume VI should have been ready in 1915. Moreover, besides involving a five years' postponement of the work I had in hand, the war left me for various reasons with very little spare time at my disposal and, as members of the Society know, one of its results has been a considerable reduction in the Society's output. With several volumes of much greater interest and importance to be fitted into the reduced programme, it was not till three or four years ago that it came to be realised that it was high time to complete the Dutch War series, and it happened that then I found myself unusually busy with other things. It had also been decided to include in this volume the index to the whole series ; its preparation has naturally taken some time, while a further delay has been caused by the necessity for investigating certain criticisms which have recently been made on the accuracy of the translations of the papers selected from the Dutch archives.

It is much to be regretted that these criticisms

should not have been made long ago, on the appearance of the earlier volumes. Had there been any suggestion then that the translations were seriously faulty, those not yet published could have been revised before more volumes were issued. However, as it would seem that the translator was not well versed in seventeenth-century Dutch nautical terminology, the Council of the Society has decided to have the translations tested by someone who possesses the necessary qualifications. It was at first hoped to include the errata in the present volume, but Captain A. C. Dewar, R.N., who has very kindly undertaken to compare the translations with the transcripts, finds that although the errors are not numerous, nor, on the whole, very serious, the work is likely to take some time. It is therefore proposed to issue the errata later on in loose sheets, rather than still further delay this volume by waiting till all the errata are ready. The translated documents in this volume Captain Dewar has already examined and corrected, and I am very grateful to him for his help.

This collection has only included documents dealing with the main theatre of war, the North Sea and the Channel. No documents concerned with affairs in the Mediterranean were included among those collected by Dr. Gardiner and handed over to me, as they would presumably have been had it been his intention to include them. The operations 'up the Straits,' though in themselves very interesting, form a quite separate and subordinate episode, which exercised so little influence over the main course of the war that they may well be left to be treated separately, probably as a section in another volume of *The Naval Miscellany*. There is the less reason for

their inclusion in this collection in that many papers, throwing considerable light on the doings of Appleton, Badiley, and Galen, have recently been published in the *Calendar of State Papers, Venetian*, edited by Mr. A. B. Hinds. These papers also contain many interesting letters from Paulucci, the Venetian representative in London, which are concerned with the war in home waters. Though hardly authoritative, as they contain many inaccurate and doubtful statements and represent rather current rumour and the general belief than actual facts, they should certainly be consulted by anyone interested in the Dutch wars.

In conclusion, I should like to thank the Secretary of the Society, to whose assistance over this volume I am much indebted. He has, in particular, himself checked the transcripts of the English papers at the Public Record Office, and has in many other ways given invaluable help, which I am very glad to acknowledge.

C. T. A.

September 1930.

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THE FIRST DUTCH WAR

PART XIII

INTRODUCTORY

A. THE LAST WINTER.

THE last 'Part' of these papers ended with the departure on August $\frac{21}{31}$ of a squadron of about forty sail under Rear-Admiral Lawson to resume the blockade of the Dutch coast which Monck had been forced to raise after the battle of the Texel. Lawson describes his movements in a long letter of $\frac{\text{Aug. } 27}{\text{Sept. } 6}$ from off the Texel (No. 1219), but his account does not come from the pen of a ready writer and is none too lucid. He seems to have picked up a fair number of prizes, mostly vessels trying to get home without waiting for a convoy (*cf.* No. 1228), but he encountered much bad weather and had some difficulty in keeping his squadron together. Several of his ships had been taken to sea after a somewhat perfunctory refit and were not really seaworthy. Bourne's invaluable series of letters from Harwich afford ample evidence as to the 'shaken' state of many of the ships and the great difficulties of repairing them for want of stores and, above all, of money (*cf.* No. 1224). Indeed, though Monck was able to leave Aldborough Bay on $\frac{\text{Aug. } 29}{\text{Sept. } 8}$ with a reinforcement of eighteen ships and met Lawson two days later (No. 1234), a council of 'flag officers,' which met that evening, decided that the 'great ships' and the merchantmen should 'go in,' leaving only a few frigates on the Dutch coast. Apparently one reason for this

decision was that Monck had just missed meeting de With and bringing him to action. De With had sailed on Sept. 1st (*cf.* No. 1227) for the coast of Norway with the double errand of escorting the outward-bound 'trade' out of the reach of danger of interception and of bringing home the large number of vessels, 'Straitsmen,' East India 'return ships' and some West Indies traders as well as ships from the Baltic (*cf.* Nos. 1214, 1220 and 1235), which had been collecting in the shelter of the Norwegian ports to await an opportunity of a safe return home. De With puts his charge of outward-bound merchant ships at 340 and his escorting warships at forty-three (*cf.* No. 1230), and it may be wondered that Monck, whose squadron when united to Lawson's was over sixty strong, did not proceed Northward in search of de With and his charge. Encumbered with so large and important a convoy, de With, whose squadron by his own account was none too well equipped (*cf.* No. 1222), would have found himself in a difficult position.

No very definite account of the reasons for this decision is included in these papers, though it is clear that Monck's squadron was in no condition to keep the seas for any length of time or to stand the buffeting of an equinoctial gale in the North Sea. Much may be gleaned, however, from the long paper addressed by the Committee of the Council of the Admiralty to the States-General (No. 1255). This urges very strongly the advisability of copying the English and laying up the bulk of the ships during the stormy months of winter, so as to be better able to fit a large fleet out in the spring. It is here pointed out that the more ships are kept at sea during the winter the harder it will be to have them ready for service in the spring, when there will be more work for them to do. To keep a large fleet at sea during the winter is costly and dangerous, exhausting to the crews, consumes large quantities of stores and is hard to justify on the score of any object. There is nothing much to attack in the North Sea during the winter, while for the protection of Dutch trade the best plan is not to assemble large fleets of merchantmen, and so provide the enemy with an attractive quarry, but to let

the ships come home singly or in small parties. If this is done the English are very unlikely to bring their fleet out for so small a prospect of gain. This document should be compared with Monck's letter of ^{Nov. 28}_{Dec. 8} (No. 1295), in which he lays special stress on the importance of having the 'summer fleet' out before the Dutch, one of the chiefest advantages of which will be to block them up in their harbours before they can deal with us in similar fashion. It may be taken then that the policy adopted by the English was deliberate, and that a long view was being taken, the greater ultimate advantage being preferred to the lesser immediate gain. Still, it may be questioned whether, if Monck had known half as much about de With's fleet as these papers disclose, he would not have accepted the risks of a North Sea gale and pursued de With towards the Sound. Scouting, and what one may call 'cruiser-work,' was very much in its infancy, as has been shown in earlier 'Parts,' and to this de With, who was fully aware (*cf.* Nos. 1215 and 1222) of the risks he was running in carrying out his instructions, largely owed his escape.

De With's proceedings on this voyage are fully set out in a series of his letters (Nos. 1230, 1235, 1245, 1262, 1267, 1270, 1272, 1278, 1280, 1282), which is supplemented by Ruijter's Journal (No. 1276). It is not necessary here to detail his movements, but it is fairly clear that he was far from happy over the errand entrusted to him, put to sea with considerable and well-grounded misgivings, and was quite pessimistic as to his prospects in the event of a battle. With so small a force, he asks, what can he possibly effect? (No. 1222, *cf.* 1245). His ships were under-manned (No. 1236) and short of ammunition (No. 1215), they were not victualled beyond the middle of November (No. 1236), so that as early as Oct. $\frac{8}{18}$ he had to put his crews on short rations (No. 1262), while Ruijter speaks with some horror (No. 1267) of the greater number of the men being reduced to drinking water and having only two meals a day. De With speaks of the men as suffering from hunger and being very discontented (No. 1272), and the general tone of his letters is one of anxiety, almost of

despondency. He was in such a hurry to be back (No. 1267) that he would not wait for all the homeward bound ships to join him (*cf.* No. 1291), and although two reinforcing squadrons (No. 1263) had joined him on Oct. $\frac{1}{2}\frac{4}{4}$ and $\frac{1}{2}\frac{5}{5}$ respectively (No. 1268), so that he had over seventy warships, they also were no better off for provisions. By $\frac{\text{Oct. 24}}{\text{Nov. 3}}$ he was back off the Texel, very anxious to get into harbour without further delay (No. 1268, *cf.* 1270).

That his anxiety was well warranted is evident from the narratives of the storm which caught him and his fleet outside the Texel on $\frac{\text{Oct. 28}}{\text{Nov. 7}}$ and continued to rage for several days. It is described by Ruijter (No. 1276), more fully by Wassenaer (No. 1277), and at some length by de With himself (No. 1278). The damage done was enormous: de With himself speaks of twenty-seven sail as dismasted, one has a list of fifteen vessels lost (No. 1286) mostly with all hands, and it is clear that the fleet was practically put completely out of action. De With was only too glad to get inside the Texel with what was left of his fleet, 'shattered or otherwise,' and he himself informed the States-General 'we cannot hold out at sea any longer.' The losses which his fleet had suffered seem to have at last convinced the States-General of the un-wisdom of exposing the fleet at sea any longer (No. 1280), and, as one 'Letter of Intelligence' (No. 1279) explains, 'fighting with the sea, the winter and the tempest, *remotis Anglis*' had proved a doubtfully desirable policy. It is interesting to notice that the Zealanders 'who are used to sail and trade more in the winter than in the summer' are said to have been largely responsible for this policy. It has been suggested by Dr. Gardiner (*Commonwealth and Protectorate*, Vol. III. p. 60) that 'only lack of provisions prevented the ships of the States from making a dash at the mouth of the Thames and sinking vessels to block up the river in support of the negotiations for peace.' This statement seems to be based only on the not very solid authority of a Letter of Intelligence from the Hague (No. 1274),¹ but it is clear from De With's letters

¹ Dr. Tanner, who adopts the same view in the *Cambridge Modern History* (Vol. IV. p. 476), seems merely to be following

that, even if this project may for a moment have been entertained (*cf.* No. 1272), its execution was completely beyond the capacity of his squadron. The voyage to Norway and back had been quite as much as it could undertake with any prospect of success; indeed, the Dutch had been lucky that the storm which shattered de With's fleet had not caught it a few days earlier with the convoy of merchantmen still at sea. It may be true, as Dr. Gardiner says (*ibid.*), that 'the English fleet was in no condition to make its former mastery felt,' but these documents (especially Nos. 1255 and 1295) show that if the English fleet was not actively exercising its hard-won 'command of the sea' during the autumn and winter months this was deliberately done, not because the Dutch were in effective condition to dispute it. Rather it was felt to be better to make sure of re-asserting that command decisively in the next spring. Dr. Tanner, too, has spoken (*Cambridge Modern History*, Vol. IV. p. 478) of Tromp's final effort as having 'set the Channel free.' This is hardly borne out by these documents. One finds Dutch traders bound for France and for the Indies taking advantage of De With's escort as far as the Skaw on their way 'Northabout' (No. 1230), one meets a few Dutch warships plying at the mouth of the Channel (No. 1289) and hears of cruisers being detached to look out for them (No. 1290), and of some prizes being captured (*cf.* No. 1321). Some captures of Dutch merchantmen in the Channel are also recorded, one lot being taken by Myngs off Dieppe (No. 1258) and others by Penn in February 1654 (No. 1317 and 1326), but it would seem (*cf.* No. 1340) that for all practical purposes the Channel was closed to Dutch trade until the acceptance by the United Provinces of Cromwell's terms reopened it to their ships (*cf.* No. 1333).

Actually, the Channel seems to have been systematically and effectively patrolled by English ships during the winter. Monck, after deciding to send the 'great ships' into port and to pay off most of the hired merchantmen (No. 1268), seems to have collected a squadron of

Dr. Gardiner, and his acceptance of this view is hardly to be cited as an independent corroboration.

about sixty sail at the Hope (Nos. 1264 and 1281). It is at least probable, therefore, that had the Dutch fleet been in a condition to attempt the raid on 'the river' suggested in No. 1274, it might have found itself confronted with a force of about equal strength and quite as capable of undertaking active operations. Certainly when, early in December, Monck moved from the Hope to the Channel (No. 1281) his squadron seems to have been efficient enough to establish a quite systematic and effective patrol of the Channel. Part of the time the whole squadron appears to have been out plying between Beachy Head and the Isle of Wight and the opposite French coast (*cf.* No. 1300), but as a rule some cruisers were out patrolling, the main body being at St. Helen's in readiness to come out should the wind go into the East, 'for the better intercepting of any ships that wind may bring from the coast of Holland' (No. 1305). One may perhaps see in this the idea ultimately developed into Howe's system of open blockade: the main body was not exposed to the buffetings of the winter gales, and the few 'nimble frigates' who were at sea proved enough to discharge such work as there was to do. In January Monck went up to London (No. 1314), leaving the fleet in the Channel under Penn, who along with 'Disbrowe' (Desborough) had been joined with Blake and Monck as Generals at Sea (Dec. 1²/₂), Lawson becoming Vice-Admiral in Penn's place. Blake was sufficiently recovered in health to be able to take command again in January, though rumours had been prevalent in October that he would not go to sea again (No. 1264). One finds Blake and Penn making several short cruises in the Channel during January and February (Nos. 1316 and 1317) and picking up several prizes (No. 1326). During this period the main trouble in the Channel seems to have come from Frenchmen, privateers or, as they are described, 'Brest pirates' (No. 1338). Lundy is mentioned as a point to be specially watched (No. 1336), and it is evident that reprisals were vigorously levied on French trade. One reads, for example, of the capture of several Frenchmen by Mill of the *Falmouth* (No. 1339), but the incident

which seems to have given most satisfaction was the capture by the *Constant Warwick* of the notorious pirate Beach and his ship the *Royal James* (No. 1339, cf. Nos. 1321 and 1326). The general impression to be gathered is one of some very efficient cruiser work and of the effective protection of our trade. But while English activities were mainly concentrated in the Channel, the North Sea was not neglected. One hears of small squadrons being employed in the North Sea to harass Dutch trade (No. 1293), and there are good accounts (Nos. 1308 and 1310) from Myngs of the *Elizabeth* and Foster of the *Phœnix* of their voyage to Gothenburg with the ambassador Whitelocke (cf. Gardiner, *Commonwealth and Protectorate*, Vol. III. pp. 73 ff) and of their encounters *en route* with the Dutch. Rather before this one has had details of the arrangements to protect the incoming Hamburg ships (No. 1246), whose safe arrival is warmly welcomed (No. 1256), especially as it had been feared that de With might intercept them (*ibid.*). These vessels were bringing much-needed supplies of ammunition, masts and other naval stores from the Baltic, and Bradshaw's letters from Hamburg dealing with his efforts to procure these commodities are of considerable interest (Nos. 1223 and 1246). The arrival of the convoy 'doth make all good again' it is reported (No. 1264). About the last incident recorded in these documents is the capture in April of a richly-laden East Indiaman of 900 tons by Stainer of the *Plymouth* and Smith of the *Tarrenton* (Nos. 1342 and 1343). There is also an interesting complaint from Wettewang of the *Sparrow* (No. 1325) of the difficulties of escorting the Newcastle colliers who 'will not keep together so that it is impossible to secure them.'

In the main, however, the letters dealing with administrative matters exceed in importance and interest those relating to movements. The main object of the authorities was to secure that as large and efficient a fleet as possible should be ready early in the spring if peace had not previously been concluded. On this topic the series of letters from Bourne at Harwich is quite invaluable. One hears of the shortage of every kind of stores (Nos. 1249, 1252,

1257), of want of carpenters and other skilled artisans (Nos. 1252 and 1257), of seamen clamouring for their arrears of pay (No. 1265), of their disorderly and riotous conduct. Bourne writes of the urgent need for troops to assist in maintaining discipline (No. 1257), and Pett at Chatham was equally insistent in his demands for a troop of horse (No. 1261). Bourne expresses his surprise at the dismantling of the Harwich garrison 'at this season . . . whereas there never was so much use of it since it was appointed.' Want of money to pay the men their long over-due wages was not the only cause of their disorders. Bourne writes of the 'base tippling houses which do so much debauch the seamen,' while Hatsell at Plymouth found himself compelled to quarter men 'in tippling houses . . . to their great detriment' (No. 1289), and urged that it would be better to hire a house in which to lodge them. Bourne went to the length of 'banishing strong waters' (No. 1285), and with the aid of the troops succeeded in securing several of the ringleaders in the mutinies. Four of the *Assurance's* men, who had been 'chiefly active in raising that evil spirit among them,' found themselves lodged in Landguard Fort and were 'remaining there seemingly sorrowful.' But he writes mournfully of the seamen as being 'sensible neither of what is the public or their own interest but are below the beasts that perish' (No. 1285). He writes of Harwich as 'very nasty and sickly . . . something like a prison to me' (No. 1251), but he was evidently an energetic and resourceful official who did his best to grapple with a really difficult task.

Want of money, want of stores—Hatsell complains bitterly of the difficulty of obtaining hemp and cordage (No. 1289)—the disorders and riotous conduct of the seamen, a great want (No. 1315) of 'chirurgeons,' all these were substantial difficulties but the want of men was perhaps even more serious. The taking off of the embargo on the departure of merchantmen may have been a necessity on economic grounds, but it was clearly a source of much trouble to those responsible for manning the fleet. Monck writes of it as a great mistake (No. 1290, cf. 1297) and it is pointed out that 'a general liberty to

merchants' men going to sea ' will make it extremely hard to man the summer fleet (No. 1329) and that an embargo is absolutely necessary (No. 1331). The competition of 'private ships' for men is also noted (No. 1340), and recourse as usual had to be had to shipping soldiers (No. 1336). One hears the usual criticisms of the inefficiency of the press agents in shipping boys and old men (No. 1283), and there are many complaints from the victuallers (*cf.* No. 1326).

Of the measures taken by the Council of State to remedy abuses and improve matters generally one gets a few glimpses. There is a long set of instructions issued for the care of the sick and wounded (No. 1253), to look after whom special commissioners were appointed, possibly (*cf.* No. 1240) with the idea of relieving the overworked Navy Commissioners. In this connection two letters from 'Parliament Joan' (Elizabeth Alkin) are of considerable interest (Nos. 1330 and 1332), while the Instructions issued by the Generals at Sea in December (No. 1299) are important as a stiffening up of the ordinances and as a means to the improvement of discipline, while it may be wondered whether the Additional Article to the Laws of War (No. 1273) was in any way the result of Bourne's representations. Among other points of some interest the return of the merchant ships to their owners may be noted (No. 1218), together with the announcement (No. 1304) that if merchant ships were employed again the authorities will appoint their captains: the 'owner-captain' was notoriously not above taking over good care of his own ship. Tactical matters figure but infrequently, though in No. 1260 there is a reference to the order issued in February 1653 for the division of the fleet into three squadrons.

Administrative difficulties were by no means confined to this side of the North Sea. De With's letters are full of evidence of those under which the Dutch laboured. His lack of provisions has been already mentioned, but he was also short of stores and supplies (No. 1262), while the Dutch, like their enemies, were in great need of men (No. 1236), being quite unable to man their ships. De

Ruijter's Journal shows how low was the proportion of men to guns carried, only three to four per gun in some cases. There is a long description of the pitiful condition of the Dutch (No. 1236), possibly a highly coloured and exaggerated picture, but even allowing for some overstatement it shows the Dutch as having reached 'a climax of embarrassment and distress.' Want of funds is insisted upon (*cf.* No. 1255) as a main cause of administrative inefficiency. This in turn was partly due to the blows from which Dutch trade was suffering: with a greatly reduced volume of commerce coming in and out, with their merchant ships waiting for peace before they put out (No. 1333), Dutch finances naturally declined. That the Dutch had been more damaged than they had at first admitted in the last encounter between Monck and Tromp seems clear from a comparison of several accounts (Nos. 1213, 1215 and 1228), even without de With's testimony, and though one reads of great endeavours by the Dutch to have a large fleet at sea early in March (No. 1331, *cf.* No. 1291), to achieve this was even harder for them than for the English. One hears of them wanting to discharge more ships during the winter, but being afraid to let the crews go lest they should never get them back (No. 1291), but the Letter of Intelligence of March $\frac{3}{8}$ (No. 1333) suggests that even so the Dutch fleet was hardly in a position to put up much of a fight. The English, on the other hand, had quite a substantial fleet collecting in the Channel. As early as the last week of February Blake and Penn were calling in the cruising ships to rejoin the main body (No. 1331, *cf.* 1334), and the superior readiness of the English for the renewal of active hostilities may at any rate be inferred from the acceptance by the Dutch of the greater part of Cromwell's demands. As Dr. Gardiner puts it (*Commonwealth and Protectorate*, Vol. III. p. 67), peace, if to England 'a relief from the burdens and anxieties of war,' was 'a necessity to the United Provinces.'

B. GENERAL CONCLUSIONS.

The war, whose conclusion was formally proclaimed by the heralds on ^{April 26}_{May 6} (*cf.* No. 1345), presents many points of interest. It is one of the few examples of a purely naval war in which neither side ever attempted or even contemplated any land operations. It was in a sense the first great naval war between two fairly equally matched powers since the ocean-going and sea-keeping ship, built and designed for war, had come into existence. Neither Elizabeth's war with Spain nor the maritime part of the longer but somewhat intermittent struggle of Spain against her revolted provinces in the Netherlands can quite be described in those terms, even if, as Sir Julian Corbett has shown, the Spanish Navy had before 1603 become far more capable of contending with that of England than it had been in 1588. In the first Anglo-Dutch War one has an example of a war waged by navies organised on professional lines, in which the armed merchantmen were being very definitely relegated to a subordinate part. That this development was more pronounced in England than in the United Provinces must be admitted: it was one of the main causes of the greater success achieved by English arms. In the Elizabethan Navy professional elements of a quite rudimentary character can be detected, that the brunt of the fighting against the Armada had been borne by the Queen's ships is—or should be—a platitude, but since the conclusion of peace with Spain there had been a progressive development in the warship, coupled with an increasing differentiation between the Navy and the mercantile marine, not only in material but also in personnel, even if the differentiation was not as yet rigid and the line of demarcation quite indistinct. The Commonwealth, too, had done much to develop and improve naval administration: though credit must be given to James I and Charles I, as well as to Buckingham and Northumberland, for their endeavours in this direction. Admittedly they had not achieved much,

but they had paved the way towards much that the Commonwealth did achieve.

The documents contained in these volumes have contained many references to administrative matters, mainly, it is true, to administrative deficiencies and shortcomings, to difficulties in manning, provisioning and equipping ships, to want of stores and supplies, to want of discipline and order, but the picture of what was amiss must not obscure that of the things which did not go wrong. After all, it is about deficiencies and shortcomings, about what needs to be put right, not about what is working smoothly and does not require readjusting, that administrators and their subordinates, naval, military and civilian alike, mainly correspond. It may be claimed that these volumes have supplied ample proof of what Dr. Gardiner outlined in his Introduction to Part II of these documents (*q.v.*) about the general superiority of the English administration over that of their opponents. Tromp, Ruijter and de With all testify in no unmeasured terms how terribly the Dutch admirals were hampered and handicapped by the manifold shortcomings of the Dutch administration, with its unspeakably cumbrous division between the five separate Boards of Admiralty, quite apart from the additional complication of the Directors (*cf.* Vol. I. p. 56) who provided another competing and overlapping authority. The English had their troubles, but the United Provinces suffered worse things by far, and if England's naval activities and achievements were severely limited by administrative shortcomings, still the second main cause of English success is to be found in the superiority of her administration and in the superior centralisation and vigour of her executive.

A third cause of English success is to be found in the geographical relation of the two countries, especially when considered in connection with their economic condition and their respective dependence upon overseas commerce. Since the last volume of these papers was published the North Sea has been the scene of a far greater and more vital struggle than that to which these

volumes have been devoted. The strategical position of the British Isles in relation to the sea-borne trade of the countries on the farther side of the North Sea was conclusively illustrated between 1914 and 1918, and though for various reasons things worked out very differently then, there is still a substantial resemblance between the two wars. Except for her important Baltic trade all Holland's overseas commerce, like that of Germany, had to run the gauntlet of the Channel or to take the long and difficult 'Northabout' route, in which it had the British Isles on its flank. In 1914 the German merchant marine disappeared off the ocean within a few days of the outbreak of war, never to reappear till after peace was signed: between May 1652 and April 1654 the Dutch were by no means precluded from carrying on their overseas trade, and Ruijter in the summer of 1652 and Tromp in that autumn were both successful in escorting large and valuable outward-bound convoys down the Channel. Tromp, in the following February, managed, with much difficulty and considerable loss, to bring back up the Channel a vast fleet of homeward-bound merchantmen, but to all intents and purposes after February 1653 the Channel was closed to the Dutch. In the North Sea they fared better, and the chief event recorded in the present volume is de With's success in escorting home the valuable fleet of vessels which had for some time been collecting in the friendly Scandinavian ports, but the importance of his achievement lies largely in the fact that between the battles of the Gabbard and the Texel the English had 'held the Dutch coast as it were besieged,' and that de With had to risk a good deal to bring his convoy in. Even the route to the Baltic was flanked by English ports, and though it was not under the same necessity of passing within reach of the British Isles as were East and West Indiamen and 'Straitsmen' using the 'Northabout' route, it was by no means free from loss and danger of interruption.

England's trade, on the other hand, was far less exposed to Dutch attack. That with Germany and the Baltic only had to pass within near reach of Dutch ports.

The Southern and Western harbours, from Portsmouth and Southampton round by Plymouth to Bristol and the not yet very important Liverpool, were effectively covered from direct attack. Vessels from the 'Straits' and from the Indies were not in serious danger of being intercepted, and one does not hear half as much in these volumes of the necessity for escorting 'the trade' on the English side. To reach London, of course, vessels had to come up Channel and pass through the Straits of Dover on their way round to 'the river,' but in doing so they had a friendly shore close at hand. Indeed, French privateers, Barbary and other pirates and Dunkirkers were probably responsible for more captures in the Western approaches to the Channel than were the Dutch, whether State's ships or private ships.

In the relative economic condition of the two countries England, a primarily agricultural country, self-supporting and largely self-sufficing, was far less vulnerable at sea than the great trading communities of the United Provinces. Bacon has written of the 'ticklish and brittle state of the greatness of Spain,' whose 'treasure dependeth on the Indies' and so was 'at the mercy of such as be masters at sea.' The same applies with even more force to the Dutch. It is an old saying that Amsterdam was 'built upon herrings,' and the importance of the fisheries to Dutch prosperity is hard to exaggerate. To be denied access to North Sea fishing-grounds would be a blow almost as serious as the cessation of that carrying trade which was the other great foundation of the commercial greatness of the United Provinces. Situated at the mouth of the greatest of all Germany's waterways, the Rhine, the Dutch were the natural carriers of German manufactures, and it was largely through Holland that Germany in the seventeenth century imported the products of the East and West Indies. On these products again Dutch industry and manufactures largely depended. In natural products the Provinces were not rich: they had no metals and no timber, and without imports of raw materials from the Indies Dutch manufacturers would in large measure be crippled. A country which

contains within its own boundaries large supplies of raw materials is bound to be less injured, even by a total stoppage in war of its overseas trade, than one whose function is in the main that of carrier and importer. Should war drive the trade of Germany into other temporarily safer channels, the Dutch had no guarantee that it would return to them with peace. The United Provinces were therefore more vulnerable at sea than their enemies, increasingly valuable and important as English overseas trade had by this time become. It is difficult to form any exact estimate of the mercantile marine of the two countries, or of their respective losses, but it may be asserted with some assurance that, relatively, England had far more to attack and exposed less. The United Provinces depended on their commerce and could far less afford to have it suspended or damaged, while, though extensive captures of English merchantmen would make both the war and the Commonwealth government unpopular with a class which on the whole favoured them, our overseas trade was as yet of less than vital importance and, as already mentioned, it was hard for the Dutch to get at most of our trade or to undertake a blockade of our ports. Even after Dungeness Tromp was not able to do much. This was doubtless because he was preoccupied with the defence of a convoy of great size and value and could not afford to detach many vessels to attack English trade.

Security of her merchant ships being thus of essential importance to Holland, it is interesting to see that, insistent as Tromp was (*cf.* IV. 206) on the principle that the destruction or neutralisation of the enemy's fleet was the best means for protecting commerce, there were times, as in May 1653, when even he had to subordinate the seeking out of the enemy's fleet to the more urgent necessity of escorting a large outward 'trade' clear of the main danger zone. If in the opening phases of the war the Dutch were the quicker to appreciate the importance of bringing the enemy's fleet to action (*cf.* I. 338), this may be attributed partly to the fact that the English had more immediate and obvious

quarries in the herring-fleet and in the Dutch Indiamen. Blake's action in June 1652 in sailing North to attack Dutch commerce need not be so emphatically condemned as it has been in some quarters. He can hardly be credited with having realized that the best way to bring a hostile fleet to battle is to make for some vulnerable point it is bound to defend, but Tromp's original intention was to go North at once in pursuit of Blake (I. 338); it was only as an after-thought that he turned against Ayscue and the weak detachment in the Downs. This move was largely inspired by a desire to retake the prizes recently captured by Ayscue from a 'Portugal convoy' (*cf.* I. 345), and was partly due to the winds being unfavourable for proceeding in pursuit of Blake. The exposure of Ayscue to Tromp was a serious blunder, a violation of that principle of concentration on which Tromp more than once laid great emphasis (*cf.* V. 152), but it was more venial than those errors which led to the gratuitous and unnecessary defeat off Dungeness.

This defeat is not so much an example of following wrong principles as of basing one's plans on unsound data and an over-optimistic estimate of the situation. The error of believing that the Kentish Knock had been a more decisive defeat for the Dutch than was really the case may be attributed in some slight measure to Blake himself (*cf.* III. 20), but the main blame for the defeat must attach to the Council of State. The reorganisation after Dungeness, which has been described at length in the Introduction to Part VIII., may be reckoned the turning-point of the war inasmuch as it was then that Monck was appointed one of the 'Generals at Sea.' To attribute to this professional soldier the developments in tactics which undoubtedly took place in the spring of 1653, and bore fruit in the battles of the Gabbard and the Texel, seems on the whole warranted. The point has been discussed at length already, and there is no need to repeat the arguments. But Monck seems equally with Tromp to have emphasised the importance of concentration (*cf.* Nos. 959 and 963) and of bringing the enemy to battle. In the weeks preceding the Gabbard it was

Monck rather than Tromp who was the more eager to seek out the enemy (*cf.* V. 2), but with the art of scouting so much in its infancy (*cf.* V. 5), seeking out the enemy in the North Sea was not particularly well calculated to bring on a battle. One does not meet the phrase 'bad visibility' in the narratives given in these volumes, but the condition so described in modern terms existed in those days, and traces of it may be found in these papers. It is perhaps strange that Monck should not have appreciated the advantages to be gained by taking post in the near neighbourhood of the Texel and waiting for his quarry to come to him there. Still, if Monck's influence is to be given the chief responsibility for the better direction of England's efforts in 1653, Blake seems to have been capable of learning from his failures. It is clear that after returning from the North Sea in August 1652 he went down Channel to look for Ruijter with the definite object of forcing battle on him (II. 165), and though he missed him, mainly by bad scouting, he does seem to have profited by this to adopt rather more careful methods for finding Tromp on the latter's return up Channel in February 1653. One account, indeed—not, it is true, of any special authority (No. 858)—declares that Blake's arrangements were such that 'we could not have missed him' (Tromp). When again in command in the Channel in the following February (1654), he seems to have been distinctly more systematic over patrolling.

Of the importance of the battle which began off Portland and finished near Cape Grisnez as the first approach to a definite victory, enough has already been said.¹ Tromp saved most of his convoy and prevented the English victory from being absolutely decisive, as but for his skill and seamanship it might well have been, but the tide had turned there and the Gabbard saw the English definitely in the ascendant. Even Tromp's last battle could not reverse that verdict. His death was a heavy price to pay for the merely temporary relaxation of the English blockade, for, as shown in Part XII. (*cf.* Vol. V. p. 182), Lawson was able to resume it within

¹ *Cf.* Introduction to Part IX.

three weeks of the battle. No doubt the re-established blockade was soon abandoned, but this decision was taken for reasons in which the battle of the Texel is not as much as mentioned (*v.s.* p. 2), even if the damages sustained by many of the English ships in that battle contributed substantially to the administrative difficulties on which the decision was mainly based. Even so, Tromp's last battle can hardly be claimed as a strategic victory for the Dutch. As pointed out above (p. 3) de With's letters are not those of one who is anxious to risk another engagement or who entertains any hopes as to the outcome of such an encounter. Possibly Ruijter might have adopted a more optimistic tone had he been in command, but, even if allowance be made for any personal element in de With's appreciation of the situation, the evidence on the Dutch side as to conditions in the autumn of 1653 is against the idea that Tromp's supreme effort had really altered the strategical situation.

On the vexed question of the tactics of the war a good deal has already been said in the Introductions to the different Parts (*e.g.* Vols. IV. 17-18, 209-210, V. 8-9, 167-168). Any attempt to sum up all the evidence and arrive at anything like definite conclusions is at once met by the difficulty which lies in the character of so much of the evidence. It is essential to avoid reading too much into the use of words and phrases which came in later times to have a more definite and particular meaning than they had in the minds of those who used them.¹

There are plenty of phrases which it would be quite easy to interpret as definite evidences for the 'line ahead' if one were inclined to seek for anything which can be

¹ One may perhaps draw a comparison with the misconceptions or over-emphatic conclusions which have so often been drawn from the use in the seventeenth century of the word 'Cabinet.' There are writers who have tended to give to this phrase an altogether too definite and rigid meaning, and whose views on the development of the 'keystone of the arch of the British constitution' are largely vitiated by the undue burden they place on words probably used in a quite loose way, with no approach to a scientific or exact terminology.

made to support such a view. One has, for example, Gibson's remark that Tromp's was 'the headmost ship of the fleet' (I. p. 9), or the statement from *The Perfect Account* (III. 107) that Blake 'drew out' his fleet at Dungeness, or that in *Mercurius Politicus* (II. 121) that in Ayscue's fight with Ruijter off Plymouth the enemy 'charged us one after the other in order.' It is equally possible to find a great many passages which point—or at any rate seem to point—as definitely in the opposite direction if one is seeking confirmation for the opposite theory. What must be remembered, however, is that the negative argument can be pressed too far—what is not mentioned did not necessarily not exist. Formations and tactical methods are matters to which comparatively few contemporaries usually devote much attention. There is a tendency to take such things for granted, rather than to go out of one's way to explain them. Writers of contemporary accounts were writing not for the benefit of posterity but for the information of their friends, to whom the things that puzzle later ages were usually familiar. Their personal experiences, the losses on both sides, the results of the battle rather than the methods by which those results were reached, are what occupy the majority of them. One may, perhaps, be allowed to cite the analogy of much of the evidence for the operations of the War of 1914–1918. To anyone starting to examine the evidence, official as well as unofficial, for the infantry tactics employed in the campaign of Mons and the Marne and Aisne—to take one example only—without an exact knowledge of the British infantry tactics of 1914 and of the training manual for that arm, the accounts of that campaign would be largely unintelligible or misleading. Not only would it be hard to describe the normal methods, even important changes are sometimes allowed to pass unnoticed. The discovery that concealment from artillery fire was more important than an extensive 'field of fire' for the rifle, so that with the high standard of musketry training possessed by the original 'B.E.F.' a much shorter 'field of fire' than had previously been considered necessary was quite

sufficient, is ignored in the average battalion War Diary. These and similar things are more often occasionally commented upon in private records, but those were for the most part written by professional soldiers, many of them careful students of war, to whom such points were of real interest and the utmost importance. This analogy is not to be pressed too far, but it does afford additional reason for not being in too great a hurry to be over-positive either way.

One important piece of evidence has come to light since Volumes IV. and V. of this collection were published. It is to be found in Mr. C. R. Boxer's carefully edited *Tromp's Journal* for the year 1639 (Cambridge University Press, 1930). Here one has definite evidence from two authorities (*cf.* pp. 37-39, 45 *n.*, 209-210) for the use by Tromp of a line formation. That this by itself constitutes a claim on the part of Tromp to be the inventor and only begetter of the 'line ahead' Mr. Boxer does not assert. It does, however, suggest that the idea of bringing ships into action in succession was already familiar: how otherwise the best use was to be made of an armament disposed on the broadside system it is difficult to see. Still, from the occasional use of a linear formation for a squadron—and Dutch tactics do not seem to have progressed beyond the adoption of a squadronal organisation for their fleets (*cf.* Vol. I. p. 321)—to the definite adoption of a linear formation as a tactical system it is a far cry. As has been argued elsewhere in these volumes (IV. 18, IV. 209 and V. 8, *cf.* *N.R.S.*, Vol. XXIX. pp. 92-98), the issue shortly after the battle of Portland of definite instructions prescribing the adoption of a linear formation is the all-important factor. With these in existence, vague references to the 'excellent order' of the English fleet (No. 1074) acquire an importance they would not otherwise possess, while definite statements in newsletters or similar authorities which (*cf.* No. 1080) do not of themselves carry much weight require to be seriously considered. That the First Anglo-Dutch War does mark a very definite stage in the development of naval tactics may be taken as well established, as may also the theory

that this development is to be closely connected with the influence of the soldier-admirals whom the 'New Model' Army lent to the Navy.

The large part played by these soldier-admirals makes it the more remarkable that this war should be, as already mentioned, purely naval without any military action on either side. With England in possession of so large and efficient an army, and probably stronger relatively to the other armies of Europe than she has ever been, it might have been expected that some use might have been made of the 'New Model' to complete the victories gained by the fleet, by attacks on the harbours in which the defeated Dutch had taken refuge (*cf.* V. p. 155). Difficulties of navigation may well have deterred the English from an attempt on any point among the intricate network of islands, channels and shoals at the mouths of the Rhine, Meuse and Scheldt. The Texel presented a less formidable proposition, and the ships in refuge there might have been served as Abercromby in 1799 served the relics of the fleets defeated two years earlier by Duncan at Camperdown. But the difficulties of collecting transports for an expeditionary force would probably have been insuperable: as it was, the maritime resources of England were being drained dry. On the difficulties in obtaining enough sailors there is little need to enlarge. Actually the 'New Model' was being fairly extensively used to fill the gaps in the crews of the warships, and even its soldiers could not do double work, their own on land and that of the missing mariners at sea. Moreover, before the battle of the Texel England's 'command of the sea' was hardly sufficiently well-established to warrant any such venture. Monck's blockade of the Dutch ports exerted pressure enough to bring Tromp out to sea without the very risky expedient of tempting him out by an overseas military expedition. After the Texel it was too late in the year to think of anything of the sort. Thus, if the object of gaining 'command of the sea' be defined as 'securing to one's self the control of the ocean waterways for the use of one's military expeditions and trade, and denying the use

of them for the same purposes to one's enemies,' the First Anglo-Dutch War stands out as a struggle in which only half these purposes were involved. There was no question of preventing a Dutch invasion of England, there was no question of using our troops to do what our ships could not do and follow up our defeated enemies into their places of refuge, there were not even, as in the Second War, any operations far afield against the hostile colonies: the attack and defence of trade was the ultimate object of the contending navies, and it was with this ultimate end in view that both sides came to appreciate and practise the principle that the defeat of the enemy's fighting forces is the sure and only means to the effective attainment of that end.



1213. *August $\frac{10}{20}$ th, 1653.—DE WITH TO STATES
GENERAL¹*

[Archives of the Hague.² Translated.]

Noble and Powerful Lords,—My Lords,—I beg respectfully to make the following report to your Lordships. All possible efforts are being made by the Lords Delegates of the States here to get the State's fleet ready, and I have not failed to lend a helping hand everywhere. I beg to assure your Lordships that the said fleet has suffered considerably more damage than reported by some people. After the store-schedules had been delivered in, I ordered the captains whose ships required fresh masts or had shot-holes under water to be filled up to sail into the Balg, where more can be done in one day than in three off the Scheldt or in the Moscovy Roads. Also, my Lords, with the approval of my Lords Delegates of the States, I have granted two days' leave for

¹ Hereafter abbreviated 'S.G.'

² Hereafter abbreviated 'A.o.H.'

the men of one watch from each ship to go and refresh on shore on the Island of Texel. Measures had been taken to prevent desertion by guarding the ferries. But I have been informed to my regret, that before the said leave was granted several sailors and soldiers had left their ships without the consent of their officers; I have therefore recalled the leave to go ashore. I also see with pleasure, my Lords, from their H.M.'s resolution of the $\frac{4}{14}$ th Instant, that the chief command of the State's fleet is conferred upon me till further orders; I shall hope to express my gratitude by faithful service, and to thank your Lordships for the same directly I arrive, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship *'t huijs*
te Swieten, lying off the Nieuw Diep,
 the $\frac{10}{20}$ th August, 1653.

1214. August $\frac{11th}{21st}$, 1653.—A LETTER FROM THE
 HAGUE

[Clar. MS. 46, fol. 170.]

Hague, $\frac{11}{21}$ August, 1653.

The 15. hereof the deputies of Amsterdam acquainted the States General with some advertisements they had received by the way of Aleppo out of the East Indies, that the Dutch there had lately taken two English East India ships richly laden, with a gallion of Portugal, and withal besieged a carack of Portugal and blocked up Goa.

The 16. Vice Admiral Evertse and Commodore de Ruyter, being come from the Texel, made report

to the Assembly of the States General, that to their knowledge there was but eight or nine of our ships missing in the last fight, whereof they are sure that three was sunk, and one taken, and that of the English a great many were shattered and made unserviceable, and eighteen or nineteen of them sunk, burnt or blown up, complaining of the slight usage they received of Vice Admiral de Witte when they came to him at the Texel, under whom both of them declared they had no inclination to serve, in special Vice-Admiral Evertse offered to give up his commission, saying that he had served and fought long enough to have no thanks but blame for his pains, both of them averring that it was impossible for either of them to remove into other ships, when their own were made unserviceable. Evertse in particular complained of a certain Lord of the Briel who having been aboard his ship had written to the Committee of the States of Holland that it was not in any such bad condition that he had any need to come in, but might have kept the sea, which he said was a base untruth, and the writer of it was an idiot and unfit to execute the charge he had. And de Ruyter complained of the smallness of our ships, one of the English being as he saith sufficient to fight with eight of them, and professing he will go no more to sea, unless our fleet may be strengthened with with [*sic*] greater and abler ships and that this State take the King of Great Britain by the hand.

This State is much perplexed what person that may be acceptable to the seamen they shall appoint to be successor to Trump. The States of Holland labour much to persuade Monsieur Beverweert to accept of it, who hath hitherto excused himself. In the meantime the States

General have sent order ¹ to Vice-Admiral de Witt to command the fleet by provision which is to stay at the Texel until the ships that have need of reparation may be fit to take the sea, for which purpose there are store of shipwrights sent for from all places.

The 17. hereof the States General have received advice from the Admiralty of Amsterdam, that three East India Holland ships homewards bound were come in to Bergen in Norway, and five more into the Sound with eighteen Straitsmen, and some others that come from France and elsewhere to the number of forty-two in all, and are thinking of the best means to convey these ships safe home. By this and other intelligence from the Indies the value of the adventures in the East India Company is raised thirty in the 100.

Upon the 19. the States General (upon report of a committee of their number appointed for examination of that business) have cleared Vice-Admiral Evertse and Commodore de Ruyter's carriage in the last sea-fight declaring their approbation thereof, with assurance of their favour towards them in all occasions wherein they may witness their respect to either of them, and it is believed that de Ruyter shall be sent out with forty of the least damaged ships of the fleet to convey homeward the East India ships and others that lie at Bergen and the Sound, which employment is not given to de Witte, by reason that in the year 1644 he being in the Sound with some ships of this State gave some distaste to the King of Denmark, nor is it thought fit to employ Evertse, lest de Witte should take jealousy of it, that his competitor should be sent out in the first

¹ Cf. No. 1213.

action of moment that falls out after the death of Admiral Trump so as it is conceived that de Ruyter may be employed therein with least envy.

[Endorsed :] Newes from the Hague.
21 August 1653.

1215. *Aug. 23rd*
Sept. 2nd, 1653.—*DE WITH TO S.G.*

[A.O.H. Translated.]

Noble and Powerful Lords,—My Lords,—I think it my duty to inform your Lordships that since we came in to the Texel on the $\frac{1st}{11th}$ August, with the State's fleet (most of the ships being in a very disabled condition, as I have already reported in previous letters), we have not been standing still, but have sent schedules of the stores required by the several ships to all the respective Boards to which they belong, by express to avoid delay; and on the $\frac{20}{30}$ August, in consequence of the zealous efforts made by my Lords the Delegates of the States, assisted and furthered by my own, we had made such progress that sixteen ships, such as they are,¹ were ready and in a position to put to sea; but they have up till the present been prevented by a contrary wind and rough weather. The instructions for our present voyage have just come to hand to-night from my Lords Delegates of the States here. We have had a continuance of this rough weather and contrary wind up to to-day, and I shall not fail to

¹ This phrase, which de With uses several times, seems to give the number at the time of writing, but to imply that the number would vary from time to time as more ships joined.

carry out my instructions and put to sea with the first favourable wind, as soon as the pilots can bring us out, taking with us the twenty-two or twenty-three merchant-ships that have put in here from the Meuse and the Goereesche Gat. I must not omit, moreover, to inform your Lordships that divers kinds of ammunition and stores thereto, owing to deficiencies in the supplies to the ships, have been taken from the small ships ordered to sail with the State's fleet ; so that we shall find very little ammunition with which to furnish the ships under our command in case of need, which will necessarily be a very serious inconvenience in case of an engagement. I therefore humbly beg that this inconvenience may be avoided by your Lordships sending us timely succours, so that when our ships get into action they shall not be obliged to seek a way of escape. Further, I beg to submit to your Lordships' consideration whether it is not in the highest degree desirable for the ships remaining here to put out to join us, as soon as they shall be ready in fair numbers, the more especially as we shall be putting to sea (God amend it) under their H.M.'s orders with a very small body of ships (which is an unusual thing, and we would gladly see it otherwise, since our division is still most eager to get fitted out) because this would the better ensure the safety of the State, and the great stake for which we are being sent out.

As the homeward-bound ships might easily miss us between Flekkefiord and the coast of Jutland, if the weather were rough or misty, they will be able to get tidings of us and learn where we are to be found, just South of the Hook of Skagen, a mile out from the shore ; and word should be sent to the incoming ships to be

prepared for this, and to endeavour to get news of us there, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship '*t huijs*
te Swieten, lying a little way inside
the shoals of the Texel, the ^{23rd Aug.}_{2nd Sept.} 1653.

1216. ^{Aug. 26th}_{Sept. 5}, 1653.—NIEUPOORT TO BEVERNING

[Thurloe State Papers, i. 448.]

My Lord,—De Witt, De Ruyter and Peter Floris are ready in the Texel to go out to sea with the fleet. Suycken told me to-day, that there was a fleet of thirty ships come in safe through the Channel. This week there are arrived in the Moege¹ at least forty herring-ships well laden.

Hague, Sept. 5th, N.S.

1217. ^{Aug. 26th}_{Sept. 5}, NAVY VICTUALLERS TO NAVY COMMISSIONERS

[² S.P. 18, xxxix, 86.]

Gentlemen,—We have considered your order from the Commissioners of the Admiralty and Navy and the abstract of the General's letter of the 20th present, and do conceive that before the expiration of the victuals now in the fleet a proportion of 10,000 men's victualling 28 days may be got in a readiness either at Chatham or Quinborough to give the fleet a further supply, but then the State's declaration must immediately be perfected with a distribution unto the several ports, and therein we desire that such care may be

¹ i.e. Meuse.

² The P.R.O. reference given in the earlier volumes as 'S.P. Dom.' or 'S.P. Dom. Commonwealth' is now S.P. 18.

taken for this port of London as may sufficiently answer what may be further demanded for the supply of the ships, and to make good what is already issued over and above former contracts, as also to accommodate this supply now desired which will be about 2500 men's victualls six months. And for the more certain dispatch of what is before proposed we humbly consider it very requisite that the empty cask now with the fleet may be forthwith sent into this port, and the rather because our great issues from hence [and] the little returns unto this day, have so emptied the stores thereof as that we shall have scarce enough to answer the winter service without it.

We are very much troubled to consider unto what extremity we are driven in order to the winter's supply, and that for want of a timely declaration, we having not above a month's time to make ready that with three months is scarce sufficient to perform, the which we have often signified, and yet it is not sensibly minded.

In case the State shall resolve to have this supply aforesaid put into a fitting readiness then we desire that convenient shipping may be provided to take in the beer and other provisions, the whole quantity of stowage importing near 3000 tons.

And we do apprehend it will be no disservice to the State if the beer were daily sent out in sufficient ships unto the fleet at sea to be taken in as occasion shall require, the drier provisions being of lesser consequence as to stowage may be dispatched unto them upon all emergencies, and according to such advice as shall be given from the General from time to time, and so the fleet kept at sea, or at least the ships intended for the winter guard without coming so soon into port,

care being taken to put the greatest quantity of provisions aboard such ships as are intended for the winter service.

We remain,

Your affectionate friends and servants,

THO. ALDERN.

WILLIAM BEALE.

D. GAUDEN.

RIC. PREICE.

Victualling Office,
26th Aug. 1653.

1218. *Aug. 26th*
Sept. 5, 1653.—*BEVERNING AND VAN DER
PERRE TO S.G.*

[Thurloe State Papers, i. 440.]

High and Mighty Lords,—The commissioners, who have been with the fleet from the Council of State, do affirm as yet that there was but one frigate and one fireship lost in the last engagement and that the whole fleet will be out again very suddenly under the command of General Monck and that 46 or 48 are already gone for the coast of Holland under the command of Rear-Admiral Lawson, which is undoubtedly held for certain here, and will be better known to your High and Mighty Lordships than to us. Whether it be so or not, it is certain that 42 or 44 of the said ships that were in the last encounter, are restored to the merchants, of whom they were hired, much torn and damnified, without any reparation or satisfaction, being most of those which according to our former information were brought into Harwich; and the fleet of the State's here, wherewith they intend to manage their business, doth consist of 140 ships of war; and they do still build new ones.

We have with much grief and sorrow understood the late mischance, which God hath caused to send to our States in the loss of the courageous sea-commander, but we have not had particular notice of the occasion and manner of his death. The great and eminent virtues of courage, conduct and of a poised moderation, which all the world doth willingly acknowledge to have been in him, and commend him for, are notwithstanding eclipsed and overcast with some reports of temerity, as if he had carelessly put himself in danger, where necessity did not require it, standing too naked upon the stern, where General Monck coming might easily have seen and known him ; and thereupon did cause all his musketeers to discharge all together for which he had caused them to stand ready. Moreover it is said here that the sterns of the English ships have several thick cables hung about them, which are musket-proof, so that no one musket-bullet can hurt those that have them before them, which ours have not ; whether it be so or not, we know not.

Westminster, ^{Aug. 26th}
^{Sept. 5th}.

1219. ^{Aug. 27th}
^{Sept. 6th}, 1653.—*LAWSON TO MONCK*

[S.P. 18, xxxix, 85.]

Right Honourable,—The 21st instant at night when we put off from our own shore had some of our officers together by whom was resolved what I here send Your Honr. The 22nd at ten of the clock forenoon had the shoaling of the fourteens of the Texel, it begun to blow hard and rain, the wind south west. I called the officers together to have their judgments concerning what had passed, which they approved of. Before they could get on board their ships again it proved very stormy,

so laid our ships' heads to the northward in our mainsails, and laid all that day and the night in our mainsails and mizzens.

The 23rd in the forenoon one of the merchant ships bound for Hamburg set his fore course, put out his ensign and bore away, so I gave the signal to the convoys to bear after, which they did, but the commander of the Paul was not aboard here-at ; all his orders were sent by Captain Haward,¹ commander of the Gilliflower, who had not weather after that to convoy them, so I set the galley and hoy (attending this ship) to look for the Paul, and acquainted him with it, but she could not find her, so we fired a gun at the Seven Brothers being a little in the wind of us, who bore under our stern, which we called to, to bear after the Gillyflower for Hambrough, which she did. The Paul afterwards had notice, so that I think there be five of our ships gone for the Elne,² the same named in the result of the officers the 21st instant, that night we parted from them, the wind west and be [by] North ; supposed ourselves north-west from the Flye³ thirteen or fourteen leagues. That night we laid most in our main course, this ship making much water not enduring her fore course ; kept one pump constantly going, and baling forward on the ship being stoked⁴ most of our powder is spoiled.

The 24th blew fresh showers and gusty weather, see most of our ships but had lost company of some, set our fore course laid north west with the stem, towards noon proved better weather, set our main topsail, the wind came to the west north west and north west and by west. We came by

¹ *sic.* Hayward, *cf.* No. 1256. ² *Sic.* ? Elbe. ³ Vlie.

⁴ i.e. 'stoaked,' when the water cannot get to the well ; *cf.* Manwaring's *Seaman's Dictionary*, N.R.S. LVI. p. 237.

the Centurion which was at anchor, yards and top masts down. Made no signal to her to weigh, not knowing whether her masts or yards were defective. Towards night stood to the westward, it blew hard that night, carried a pair of sails; the next morning the wind came to the west again.

The 25th at 6 in the morning bore up our ship to the northward, laid north north west and sometimes north west; at eleven of the clock Captain Saunders in the Ruby came under our stern and told us that he had spoke with an Ostender which told him that upon Bergen reef he was in company with a fleet of Dutch merchant ships come from the Sound, and that he believed they were about where we then plied.

At 12 o'clock see some sails, set our maintop-sail afterwards our foretopsail; chased them, the Ruby, Foresight and some others came up with some of them, but they outsailed us, and most of the merchant ships—the frigates seized some five or six, and sunk two, they were laden with salt, from St. Uves¹ in Partingale. This day the Centurion came into our company, but feared to carry sail, his lower masts are so bad. The Foresight with carrying sail on a sudden had eight foot water in hold, the water within one strake of his gun deck, was forced to strike all his sails amain, being close by several of the Dutch flutes which then got away. He got his frigate freed with pumping and baling at eight or nine o'clock at night, but most of his powder and provisions are spoiled. This night the wind came to the N.W. and by W., and north west, so plied to the westward. A buss that the Centurion had taken told us that the 24th at 4 in the afternoon he see forty sail of Dutch merchant ships five or six leagues in

¹ Setubul in Portugal.

the wind of us. The best intelligence we have at present is this, the Ostender captain Captain Saunders spoke was bound for Hull came from Cottenburg¹; told him that the five East India ships of Dutch that was at Bergen are now at Copenhagen in the Sound, and that there is twenty sail of the King of Denmark ships ride at anchor before Copenhagen; that the East India ships are to stay till the fleet of men of war come to convoy them.

Captain Saunders in the Ruby has taken a galliot that came from Greenland which had spoke a pilot boat since he came upon the coast that told him there was thirty sail of men of war at the Fly² ready to sail, and ten at the Texel now making ready—this is ten days since.

Yesternight the Success spoke four Swedes, and one Ostender came from the Sound which told him that the five East India ships are at Copenhagen, and that they unlade their goods there and that some [of] it to be sent home in small vessels, other—some disposed there, and that there is four East India ships more at Bergen with some other ships.

Here is enclosed the examination of a master of a buss that the Centurion took, and some Dutch letters. Our frigate was close in with the Fly the 20th instant, and their hath been no weather to go in with the shore since. Indeed we had much to do to keep off the shore, and it is a great mercy the winds have been variable. I am afraid if we had been forced to anchor it would have gone ill with some of us, they were in with the Texel; also that day see twenty-five or seven and twenty sail of men of war ride where De With ride two or three days before the last engagement. This day pretty clear, see the Texel, lay driving in sight

¹ Gothenburg.

² The Vlie.

thereof most part of the day, getting our ships together which were to the leeward, at 3 in the afternoon stood off with an easy sail, the wind north west and by west.

This day called the officers together when several things were considered and debated, the results whereupon is here enclosed, by which Your Honour will know our present condition and motion, there are many complaints, and several ships have received damage since we come on this coast, some in masts, some in hull, some their sails blown away ; the Tiger hath most of a suit of sails split to pieces ; this day to make the Victory the worse, the Dolphin merchant ship came thwart her hawse, has broke her head and sprung her bowsprit.

Yesternight I sent the Ruby and Pelican to ply to the north eastward to look for the rest of the ships and frigates to let them know that, God willing, we intended to be ten leagues west of the Texel, the 30th inst., according to instruction, in order to conjunction with Y^r. Hon^r., and this night I have ordered the Tiger to ply in that station to acquaint all she meets withal of our motion.

The last three frigates and the first six never see one another yet, neither is there two of them that keeps together. We are twenty leagues to the northward of the Vly ; see only the Centurion which is with us, his lower masts is not to trust to ; dare not carry sail if it blow hard. The Pelican and Ruby as before hinted, but I think as they are scattered they annoy the enemy in their trade, the most for that they have no convoy with them that trade as yet. I beseech Y^r. Honour pardon my not presenting an account sooner, but the weather hath been so bad, and having no ketch

but this one that attends the Unicorn, could not do it before with convenience; begging Y^r. Honour's acceptance of the presentation of my most humble and bounden service, craving leave to subscribe myself,

R^t. Hon^{ble}.

Your most humble and real servant,

JO. LAWSON.

Aboard the State's
Ship George,
West north west
of the Texel, 27th August
1653.

For the R^t. Hon^{ble}. Lt. General Monck.

General of the Commonwealth of England's
Navy.

1220. *Aug. 27th*
Sept. 6th, 1653.—WELCH TO DOWNING

[S.P. 18, xxxix, 87.]

Hon^d. Sir,—Here being arrived a ship from Norway I thought it good to acquaint you with the intelligence which the master tells me, that at Vleckfort,¹ a place in Norway about seven leagues benorth the Nasse, arrived about three weeks since nine Dutch East India ships, the place being a good harbour but of no strength. They landed their guns and planted them upon the shore for their defence.

At Vleckery,² about fifteen leagues by East the Nasse, there is also eleven rich ships from the Straits and at Bergen eighteen and two Dutch men of war, in one of which is the corpse of Van Galen, slain in the Straits, and in many other

¹ i.e. Flekkefiord, which is about 25 (English) miles N. by W. of the Naze.

² Probably Flekker, an island at the mouth of the entry into Kristiansand, about 50 (English) miles E. of the Naze.

ports in Norway as this man reports near 120 sail of Holland's merchantmen. But those East India and Straits ships aforementioned being ships of force, and having well refreshed themselves with fresh victuals, resolved to sail homeward about ten days since, being about forty in number, and to that end those from Bergen and them at Vleckery were ordered to sail for Vleckfort to meet the East India ships, and so to sail away for Holland, and as this master informed me, who see both the ships at Vleckfort and those at Bergen, that those in Bergen¹ prepared to sail when he came away, and that the masters and captains of the ships had taken an oath to be faithful one to another, and did give out that they would not care for twenty or thirty men of war of the English, and that they would fire their ships before yield(ing).

I have acquainted the Commissioners with this intelligence who I believe will advise some of your Council of it. I wish the fleet had notice of it, that either they might meet with them upon the Holland coast, or between that and Norway, and that care might be taken that the Dutch claw not the English coast aboard, and slip between the Texel and Yarmouth.

Yr. very humble servant,

WM. WELCH.

Leith,

27 Aug. 1653.

For the Honble. George Downinge, Esq.,
Scout Master General, of ye Admir:
These.

Whitehall.

¹ Defaced.

1221. *Aug. 29th*
Sept. 8th, 1653.—BENSON TO THURLOE

[Thurloe State Papers, i. 443.]

Sir,—That which this week hath produced is only with reference to the Hollanders: fifty of their Eastland ships being come from Amsterdam into these seas, ten whereof are here, the rest being gone for Konigsburg and Riga; also six of their French fleet, which are laden here wholly with corn, ready to sail for the Sound with the first wind. They are resolved to take the opportunity of the open seas, and not to stay in the Sound for the expected convoy, fearing our ships may come again upon their coasts. The same course as many as can get speedily laden are resolved to take, so that if any of our frigates be upon their coasts they cannot miss abundance of prizes, being ships of great burden and no strength, not one in twenty who useth this trade as hath a gun in them. . . .

Dantzick, Aug. 29th.

1222. *Aug. 30th*
Sept. 9th, 1653.—DE WITH TO S.G.

[A.o.H. Translated.]

High and Mighty Lords,—My Lords,—I think it my duty humbly to inform your H.M. that, on the $\frac{26}{5}$ th ^{August} ~~September~~ we received tidings from divers quarters that the enemy had taken up a position with about forty ships off Texel and the Vlie, and I think my Lords the Delegates of the States here have already written to report this to your H.M. On receiving this news, on the $\frac{27}{6}$ th ^{August} ~~September~~, I dispatched four vessels to reconnoitre at sea between Texel and the Vlie. Up to the present

I have received no intelligence. We are lying directly off the Shallows, to enable us to put to sea with twenty-eight ships, such as they are,¹ directly orders arrive; and if this is to be done, I leave your H.M. to decide what advantage we shall get over the enemy. Nevertheless, I shall not fail to make every effort and to do my duty. The preparations on the rest of the State's ships here are going forward very slowly; and it is to be wished that in these anxious times more zeal was displayed by those concerned. Ammunition and stores thereto, as I wrote in a previous letter, are very deficient in some of the ships, although we shall probably have orders to go to sea with a small force, where eighty to ninety ships were required before, and then (God amend it) we fared ill enough. I am therefore very sore troubled about the slowness of the equipment, and would submit to consideration whether the rich treasure, on account of which we are sent out, is not being put to great risk. But I shall not fail to persevere in faithful service, in so much as that will avail; but I can clearly see that our enemy's force will be increasing every day and that (God amend it) we, meanwhile, are making but little progress. I have noticed, also, that when I bring the slowness of the preparations home to the right quarter, it is taken amiss by some people.

And I have thought it my duty to bring all the above to the knowledge of your H.M., &c., &c.

(Signed) WITTE CORN: DE WITH.

Done at the Helder,
the $\frac{30}{9}$ th $\frac{\text{August}}{\text{September}}$, 1653.

¹ Cf. No. 1215.

1223. *Aug. 30th*
Sept. 9th, 1653.—BRADSHAW TO THURLOE

[Thurloe State Papers, i. 444.]

Sir,—The post hath failed this week, yet we hope not taken but only hindered by tempestuous weather. By the enclosed to the Council you will see what quantities of powder, shots and masts is ready to go with this convoy of four ships of war. Now that I see the Council's order, I am troubled this business was not sooner thought upon, but I shall do what's possible to effect the needful, but being this proportion of powder is all that at present can be got here and in parts near about (excepting about 500 more which I have a promise of to be delivered within five weeks) I cannot rely upon more, yet I doubt not that by one means or other to get a larger proportion ere long. I will remove every stone for it and advise you weekly. Yesterday the powder should have been put on board the two ships with masts, but when the holds were opened, there came such a moist damp from the masts having lain long in the water, as would have spoiled all the powder, had it been put upon the masts. I sent to the men of war to see if they would have taken it in amongst them, but they could not : in which strait, there being not a ship or vessel here but what were freighted by the merchants, that no time might be lost I have made use of one of the merchant's smallest ships of 100 and 10 tons and have promised him the like freights the merchants were to have given, being 160 l. st. for the whole burthen of the ship, the merchants to have the use of what room can be spared and to shift for the rest of their goods as they can, so as now the powder shall all be laden in a new lightship, and God willing, within three

days, if the wind come fair, they shall all be ready to set sail. The convoyers want masts, which some of them are setting, but they will lose no time, and steer directly to the squadron under Captain Lawson at the Texel, that being their order, and if those ships be gone of the coasts, then to make the best of their way for England. The merchants make all possible haste to have the benefit of his convoy, having great store of very useful commodities to return, but if the wind and weather serve, the convoy shall not stay here. Here's but little of such sort of shot as the Council ordered for, but ball of 20 lb. and of 12 lb. I could now have a good quantity and of 6 lb. weight: if you must have only for D.¹ cannon, whole culverin and D.¹ culverin, then I must send for such sorts to Sweden whence all shot comes hither. It may be shipped to Lubeck and come by land passage as cheap as it can be bought here. I will write by next post for it, that no time be lost, that so if possible, I may get another proportion of powder and shot to send with these masts, and another convoy before the frosts shut up this river. I this day charge my bills on the Commissioners for £6000 in full of the £10,000 the powder, masts and shot, which I shall now send, and what I have contracted for and hope to get will require more money, therefore pray cause a further letter of credit sent me from the Commissioners, their last limiting me only to £10,000; and allow that you will take care the bills I charge be duly paid by them, that no prejudice or disparagement ensue.

Hamburgh, Aug. 30th, 1653.

¹ *I.e.* demi.

1224. *Sept. 1st 11th*, 1653.—NAVY COMMISSIONERS TO
ADMIRALTY COMMISSIONERS ¹

[S.P. 18, xl. 6.]

Right Honble.,—About two months since we sent an estimate to you of the charge of this summer's fleet wherein it appeared there would be £1,115,000 os. od. requisite to be paid between this and the last of December, without including the secondrate ships intended to be built, or the winter guard. Since which time there hath been another engagement at sea whereby much prejudice hath been done to the hulls and tackle of the ships, which have both drained the stores and added much charge. Notwithstanding all this, finding no considerable provision made for money we conceived it necessary for us to lay before Your Honours the daily clamours for want thereof, the vast and unreasonable charges the State is at in the price of commodities, besides the disreputation the State lies under, in having our contract broken, and credits laid low, whereas if your debts were paid and money were seasonably provided we might save you twenty in the hundred in price of commodity; and it is not imaginable what the advantage is in payment of mariners at their first coming into harbour, for whereas every 1000 men in your own ships that have been nine months out at sea £10,800 would pay them off, if they lie but one month unpaid it will cost the State £13,000 and if in merchants' ships about £14,000 which is £300 interest for £100 a year.

Being desirous to discharge our own duty we have presented these things to your serious consideration, hoping there will be some more

¹ Hereafter abbreviated 'N.C.' and 'A.C.' respectively.

effectual means used than our former representations have thereto procured.

We are, &c.,

E. HOPKINS,

FR. WILLOUGHBY.

Navy Office,
this 1st of September, 1653.
R. HUTCHINSON.

1225. *Sept. ^{2nd}/_{12th}*, 1653.—*PROCEEDINGS OF COUNCIL
OF STATE*¹

[S.P. 18, xl. 10.]

Friday, 2 Sept. 1653.
At the Counsell of State at Whitehall.

Ordered.—That the number of ships for the next winter guard shall be eighty.

JO. THURLOE,
Secretary.

1226. *Sept. ^{2nd}/_{12th}*, 1653.—*ORDERS*² *FOR CAPTAIN
WM. HILL*

[S.P. 18, xl. 11.]

You are upon sight hereof, wind and weather permitting, to set sail with the ship under your command³ in company with the Bristol and seventeen frigates more and to ply off of Heligoland till the 18th of this month, during which time you are to observe such instructions and directions as you shall receive from Captain Roger Martin, commander of the Bristol frigate whom I have appointed to command you and the rest of

¹ Hereafter abbreviated 'C.O.S.'

² These appear to have been issued by Monck, who had his flag in the Resolution, as No. 1242 shows.

³ Worcester.

the ships above mentioned. You are to be very careful during your continuance in that station not to give chase any further than to return again by night into the body of the squadron, that so upon any emergency of service you may not be separated ; and if you shall be found wilfully to offend herein you shall not only be cashiered from your employment, but suffer the loss of your wages for the time you have served. After expiration of the time limited for this service you are to expect further orders from the said Captain Martin for your disposal. But in regard he is not at present in the fleet, you are hereby authorised to take charge of the said squadron and to make use of his instructions for your direction in this service as fully as if they were directed by yourself, until you shall meet with him, and then you are to deliver them up to him with such other instructions as are herewith given you, and this shall warrant your so doing.

Given under my hand and seal on board the Resolution on the 2nd Sept., 1653.

To Capt. William Hill,
Commander of the Worcester.

A true copy.

The like to the rest of the captains of that squadron except the last clause beginning

But in regard . . .

1227. Sept. ^{2nd}/_{12th}, 1653.—A LETTER OF INTELLIGENCE FROM HOLLAND

[Thurloe State Papers, i. 447.]

Yesterday being Thursday the Dutch fleet of men of war sailed out of the Texell with a fair wind, being some sixty in number of the ablest

ships in this country, who convoyed with them some four or five hundred merchant-ships for Eastland and other places, and 'tis hoped that they being so strong, the spy boats not having discovered more English upon this coast than forty-two, that, if ever, the English will be now beaten, if they be met with.

De Witt and de Ruyter are commanders of this fleet and the Heer Van Opdam goes not to sea before the whole body of the fleet be ready ; nor is Jan Evertsen in this fleet, his son being by his wounds so ill, that they expect death every hour. Here are a fleet of ships, who impatient to wait so long for a convoy, have ventured to come from the Sound.¹ The report is they were seventy or eighty sail in all but a spy-boat hath brought news, that he saw the English take twenty-six of them, which causeth our merchants to look blank. In this fleet is come the Leopard, formerly taken from Captain Appleton in the Straits. 'Tis pity the Dutch should have such a ship. She was missing two days. I was in hope she had been retaken. . . .

Of the imprisoned captains six are declared to be innocent, viz. Captain Skipp, Captain Bayners, Captain Hecke, Captain Jan Adriaen, Captain Adrian Cornelys, and the captain of the ship called the Garden of Holland, but nine captains are still prisoners, of which three lay bound hand and foot, and the provost, the hangman, and three assistants are gone to the ship Captain von Campen, to do execution upon them.

Sept. $\frac{2}{12}$.

¹ Probably those mentioned in No. 1220 as about to sail without convoy.

1228. *Sept.* ^{2nd}_{12th}, 1653.—A LETTER OF INTELLIGENCE FROM THE HAGUE

[Thurloe State Papers, i. 448.]

I have received yours of 19/29 of Aug. and of 26 Aug./5 Sept. both of them together. How many were exactly killed in the last fight is very hard to be known. The thirty or forty ships which they feigned to have failed in their duties, have not one man slain, for their ships were not able to sustain the brunt of the English. How many men de Ruyter had slain on board is to be seen in his printed letter which he writ. Jan Everts hath not properly said how many he had slain, but his ill-wishers do say, he had very few. De Witt had but four or five. On board Tromp's ship likewise there were but three or four slain. Every captain in particular doth all ways to make men believe he had several slain and wounded and many shot between wind and water, but the State doth take no delight to take an account of all this, that so they may not discourage the soldiers and mariners. At the most there cannot have been above 400 or 500 slain ; but by reports there is commonly a great many wounded, and that number is well three times greater. The Commissioners of this State in England write nothing of their negociation, or of peace, but only concerning their prisoners. In private letters they write to have sent a confiding person to several harbours and ports, to inform themselves of the dead and wounded of the English : he hath informed them, that in such a place there were 300 wounded, in such a place 700, in another place 500, and at least 1200 slain, &c., &c., *uti quisque suum vult esse, ita est.* Here upon the sea-shore from Heyden as far

as Huysduynen men have here a sad spectacle to see, from day to day several dead bodies do arise which undoubtedly are those that were slain in the last engagement. There is order given by the State for the burying of them. There have already two or three hundred of them been buried, but men are made to believe that they are English. . . .

They have here very much flattered themselves, by reason they did absolutely believe and conclude, that they had driven the English home ; and the ships in the Sound believing that also, set sail from thence for their own country without any convoy, as believing the English to be gone home ; and in the meantime a good many of them are taken, they speak here of twenty-five. Behold a bad effect of flattery.

The Vice-Admiral de Witt was ready to go out to sea with thirty ships, the wind being good, but they do fear that he dare not, and in the meantime they are still equipping. But the people doth still believe, that this State doth not use so much diligence and vigor as they ought, for say they, why is it that the English can be sooner ready, presupposing that the English were more damnified than ours : and so the poor magistrates or States of Holland are blamed by the people. Behold a second ill effect of flattery.

But the truth is, the English have better ships, more power or money. The people here (chiefly the Zealanders) who did boast that they alone would drive home the English, being ignorant of this ground, did build castles in the air, and did frame to themselves maxims which have prejudiced and will prejudice this State. The wise men know it well enough but they dare not speak it.

Holland begins to refuse the payment of the companies of the land army and to employ that money to the use of the fleet. . . .

Just now comes news from the Helder, that the Vice-Admiral de Witte was set sail with forty-nine ships of war, conducting a fleet out of the Vlie of at least 500 merchant ships for the Sound : at least this is published to be so.

Sept. 12th N.S.

1229. *Sept.* ^{3rd}/_{13th}, 1653.—LIST OF SHIPS¹

[S.P. 18, lviii. 35.]

Ships' Names	Commanders	Men	Guns
Sovereign	—	600	100
Resolution . . .	John Bourne	550	88
Triumph . . .	Lionel Lane . .	350	62
James . . .	William Penn . .	360	66
George . . .	John Lawson . .	350	58
Andrew . . .	George Dakins . .	360	56
Victory . . .	John Stoakes . .	300	60
Unicorn . . .	Wm. Goodson . .	300	58
Vanguard . . .	Joseph Jordan . .	300	56
Swiftsure . . .	—	300	56
Rainbow . . .	Peter Strong . .	300	58
Paragon . . .	Rich. Badiley . .	262	52
Speaker . . .	Sam. Howatt . .	300	56
Fairfax . . .	—	300	58
Worcester . . .	Will Hill . .	220	50
Essex . . .	Wm. Brandley . .	250	56
Laurel . . .	Rich. Newbery . .	200	48
Kentish . . .	Jacob Reynolds . .	180	50
Lyon . . .	John Lambert . .	220	50
Sussex . . .	Roger Cuttance . .	180	46

¹ This list cannot be that of the winter guard (*cf.* No. 1225) as it contains nearly 120 names and includes all the larger ships which were to be laid up during the winter. It should be compared with the list given as Appendix I. to the Introduction to Part XI. (*cf.* Vol. V.) and with No. 1303 in this volume.

Ships' Names	Commanders	Men	Guns
Centurion . . .	Walter Wood .	200	42
Entrance . . .	Rob. Tucker .	200	43
Diamond . . .	Tho. Harman .	180	42
Newcastle . . .	Nath. Cobham .	160	42
Adventure . . .	Rob. Nixon .	160	40
Great President . . .	Fran. Parke .	180	42
Bristol . . .	Roger Marten .	180	46
Ruby . . .	Robert Sanders .	180	42
Portland . . .	Edw. Blagg .	180	46
Hampshire . . .	Robert Blake .	180	36
Assistance . . .	Willm. Crispin .	180	44
Foresight . . .	Rich. Stayner .	180	42
Portsmouth . . .	Rob. Durnford .	180	42
Advice . . .	Jeremy Smith .	180	42
Sapphire . . .	Nich. Heaton .	170	38
Phoenix . . .	Owen Coxe .	150	36
Elizabeth . . .	Cristoph. Mynns .	150	36
Nonsuch . . .	Tho. Penrose .	170	40
Tiger . . .	Gabriel Sanders .	170	40
Assurance . . .	Phil. Holland .	160	36
Dragon . . .	John Seaman .	160	38
Amity . . .	Hen. Pack .	150	36
Expedition . . .	Tho. Vallis .	140	32
Constant Warwick . . .	Rich. Potter .	140	32
Guinny F . . .	Edw. Curtis .	150	34
Reserve . . .	Rob. Clarke .	180	44
Pelican . . .	Peter Mootham .	180	40
Providence . . .	John Pidner .	140	33
Nightingale . . .	John Humphreys .	90	24
Mermaid . . .	John King .	100	26
Pearl . . .	James Cadman .	97	29
Primrose . . .	John Sherwin .	90	24
Swan . . .	Tho. Wilkes .	80	22
Drake . . .	Rob. Clarke .	90	12
Merlin . . .	Geo. Crapnell .	90	12
Martin . . .	Willm. Vesey .	90	12
Greyhound . . .	Tho. Bunn .	90	12
Tenth Whelp . . .	David Dove .	60	18
Warwick . . .	Willm. Godfrey .	90	12
Cygnets . . .	— .	80	12
Little President . . .	Tho. Sparling .	80	12

Ships' Names	Commanders	Men	Guns
Nichodemus . . .	Willm. Ledgant . .	50	10
Paradox . . .	Rog. Jones . .	60	16
Truelove . . .	Rob. Vessey . .	30	12
Mayflower . . .	—	90	20
Weymouth . . .	Rob. Wilkinson . .	80	—
Sparrow . . .	John Wetwang . .	60	16
Hard Kitch . . .	Rich. Pittock . .	30	12
Lilly . . .	Isaias Blowfield . .	50	12
Wren . . .	—	50	10
Horsey Down Shallop . .	Willm. Smithson . .	50	—
Deptford Shallop . .	—	50	—
Henrietta—pinnace . .	—	25	7
Prizes :			
Convertine . . .	Anth. Joyne . .	210	44
Beare . . .	Fran. Kirby . .	200	46
Welcome . . .	Tho. Bennett . .	200	40
Discovery . . .	Tho. Marriott . .	180	40
Marmaduke . . .	— Grove . .	160	42
Success . . .	Willm. Kendall . .	150	38
Gillyflower . . .	John Hayward . .	120	32
Raven . . .	Robert Taylor . .	140	38
Princess Marie . . .	Seth Holley . .	170	38
Stork . . .	Roger Harman . .	180	—
Violet . . .	Hen. Southwood . .	180	44
Crow . . .	Tho. Thomson . .	140	36
Heartsease . . .	Tho. Wright . .	150	36
Middleburgh . . .	Tho. Witheridge . .	120	32
Arms of Holland . . .	Fran. Harditch . .	120	34
Advantage . . .	Edw. Thomson . .	100	26
Fortune . . .	Anth. Archer . .	100	32
Paul . . .	Ant. Spatehurst . .	120	28
Tulip . . .	Joseph Cubitt . .	120	32
Plover . . .	—	100	26
Mary Prize . . .	Hen. Maddison . .	120	37
Dolphin . . .	Rob. Davy . .	120	30
Hound . . .	Jonathan Hide . .	120	36
Duchess . . .	Rich. Suffield . .	90	24
Swift . . .	Edw. Barrett . .	130	34
Peter . . .	John Littlejohn . .	100	32

Ships' Names	Commanders	Men	Guns
Hector . . .	John Smith . .	100	30
Recovery . . .	Fran. Allen . .	90	26
Bryer . . .	Rob. Sansum . .	90	26
Waterhound . . .	Giles Shelley . .	120	32
Satisfaction . . .	Michael Nutton . .	100	32
Marigold . . .	Hum. Felstead . .	100	30
Falcon Flyboat . . .	Barth. Yates . .	80	28
Samson . . .	Rob. Plumleigh . .	120	32
Sophia . . .	Rob. Kirby . .	160	38
Cock . . .	John Edwin . .	140	36
Great Charity . . .	James Terry . .	130	36
Little Charity . . .	Wm. Whithorne . .	150	32
Black Raven . . .	Sam. Dickinson . .	150	38
Rosebush . . .	Val. Tatnel . .	130	24
Mathias . . .	Philip Gethings . .	150	38
Westergate . . .	Sam. Hanks . .	140	34
Half Moon . . .	Barth. Ketcher . .	110	30
Katherine . . .	Willoughby Harman . .	130	36
Pelican prize . . .	John Symons . .	120	34
Elias . . .	Edw. Mordcock . .	140	36
Cardiff . . .	Rob. Story . .	130	36
Falmouth . . .	— Jeffreys . .	100	28
Convert . . .	—	120	32
Church Prize swam in } Portland bought for } the State by G. D. }	—	30	5
Fox . . .	—	—	—
Redheart Pincke . . .	Ro. Thorpe . .	—	—
Fire Ships :			
Foxe . . .	— Cornelius . .	30	10
Fortune . . .	Hump. Morris . .	30	10
Wildman . . .	—	—	—
Falcon . . .	— Coxe . .	30	10
Renown . . .	James Salmon . .	30	10
Victuallers :			
Adam and Eve . . .	—	100	20
Concord . . .	—	—	—
Hope . . .	—	—	—

Ships' Names	Commanders	Men	Guns
Mary Flyboat . . .	—	30	12
Sun	Symon Orton .	—	12
Augustine	—	—	27
Hulks for careening:			
Eagle at Chatham.			
Fellowship, at Deptford.			
A new hulk built at Ports-			
mouth.			
The Ostrich at Ports-			
mouth.			

Endorsed :

The new list made the 8th Sept., 1653.

1230. Sept. $\frac{4}{14}$ th, 1653.—*DE WITH TO S.G.*

[A.o.H. Translated.]

Noble and Powerful Lords,—My Lords,—I have to inform your Lordships that on the $\frac{1st}{11th}$ instant we sailed out of the Texel with forty-three warships, as far as I know at present, and about forty merchantmen ; in the afternoon of the same day we came off the Vlie, where we fell in with over three hundred merchant-ships, which we took under our protection, and then set our course for the Jutish reef, the wind being S.S.W. On the $\frac{3rd}{13th}$ instant, we found that about thirty ships from France and Spain had sailed to the westward and outside of our fleet, without letting us know ; with the view of fulfilling my instructions I sent a ship of war to them to act as convoy. On the morning of the $\frac{4}{14}$ th we found ourselves on the south edge of the Jutish reef, without having seen anything of the enemy since we sailed (in *sic*) out of the Texel. I enclose herewith a

copy of my second letter to Mijnheer Keyser at Copenhagen, and beg to submit the same for your Lordships' information. I would further beg to submit once more to your Lordships' consideration, whether it would not be advisable for the ships, which we were obliged to leave lying in the Texel, as they were then unready to sail, to join us with the least possible delay, sailing in a body for the greater security. And in protecting the treasure we have been sent out to ensure, and in convoying it home in the safest way, we shall not fail to acquit ourselves on all occasions as good and experienced sailors and soldiers.

Herewith, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship *'t huijs te Swieten*,
between the coast of Norway and Jutland,
the $\frac{4}{14}$ th September, 1653.

Enclosure. Sept. $\frac{4}{14}$ th, De Witt to Keyser.

[A.O.H. Translated.]

My Lord,—I have to inform you that we have this 14th passed Jutland Shoal and making every effort to convoy the East and North shipping with all possible security to off the Skaw Riff. I have written the 30th August, 6th, 8th, and 12th September to Bergen, Norway [to instruct all] that the ships of our State lying there shall proceed as speedily as possible to Flekkefiord there to be convoyed home. Where I now am also sending letters by express to the captains lying in Flekkefiord with orders that on sight of same with wind and weather as speedily as possible got together shall likewise put to sea and can find us off the Skaw Riff; there not finding us, as speedily as possible come and find us between the Hook of the Skaw

and Kleine Helms. I request that with all speed orders be drawn up [bidding] East Indiamen return ships and others straightway off Copenhagen to be sent as speedily as possible between the Kleine Helms and the Skaw Riff which positions I have chosen as the most convenient and the safest rendezvous. I dare say 50 per cent safer than between Jutland Riff and the Naze where through contrary winds, mist or bad weather, we can easily be lost. When the said ships are come to the rendezvous I intend to convoy them home with all possible security in accordance with the orders of their H.M. My Lord, I request that you will send me an answer as speedily as possible, we being in strength exactly 42 ships of war.

[W. C. DE WITH.]

Not signed.

Done on board the ship *'t huijs te Swieten*
Sept. $\frac{4}{14}$ th, 1653.

1231. Sept. $\frac{6}{16}$ th, 1653.—KNOWLINGE TO N.C.

[S.P. 18, xl. 41.]

Right Honble.,—We have been of late daily spectators not only of Dutch but of French pirates, which ride not only in Torbay very near us but lie near and before our harbour mouth, so that several of our ships bound out durst not stir. But the Lily frigate, being off the Land's End, met with a Brest man of war, a new small frigate of four guns and thirty men whom she chased from 7 in the morning to 4 at noon, and off the Start got her up and boarded her; whom the pirate resisted very stoutly until the captain and lieutenant and three more were slain and six or seven much wounded. The Lily had seven or eight men wounded but not mortal.

The prize was brought into Torbay about five or six days since, and is expected in to our harbour next opportunity.

About the same time there was brought into our harbour by a private man of war a Dutch ship of about 200 tons laden with French salt, which probably will be prize, which is all this place affords for present.

Do humbly crave leave and remain

Y^r servant to be commanded,

STEPH. KNOWLINGE.

1232. *Sept. $\frac{6}{16}$ h, 1653.*—BOURNE TO A.C.

[S.P. 18, xl. 42.]

Right Honble.,—I received yours dated the 2nd instant and have accordingly given order to the commanders of the Thomas and William,¹ Hopefull,¹ Luke¹ and Royal Defence¹ to come up into the river with all speed.

We have had the weather very tedious for rain and wind else the remnant had been gone, but if the Lord please, the Hannibal¹ and Richard and Martha¹ and Dolphin of the State's shall sail to-morrow; the rest are all gone (unless the Mary prize and the Swift), the first had one of her bows broken down to the water and lost her bowsprit, the latter lost her mainmast and proved very leak at sea. It will be the middle of the next week ere they can be ready.

When I was last with the General I received order from him for the sending away the Dolphin and Mary prize to ply about Isle [of] Wight and the Casketts, but he did not then foresee how much time the Mary prize would require to be repaired, therefore the Dolphin being ready I have sent her away with the Hannibal, &c., to the

¹ All apparently hired merchantmen: not mentioned in No. 1229.

fleet, and in the room of her shall appoint the Swift to consort with the Mary prize, and when they are ready to order them both into the Downs, and then wait your honours' commands.

They shall come out clean and victualled complete for three months. I am bold humbly to offer my thoughts that they, being ships of a reasonable good force and quality, may be of very good use to ply about the Land's End, where much mischief will be done if not prevented by some speedy course. I hope your Honours will pardon me in this (it flowing from the sense I have of the public good).

The great charge the State is at about transporting water and provisions to the fleet makes me study all means whereby the burden may be eased as much as possible and therefore here being several ships put into Harwich that came from the fleet having beer and water in them, I have caused all the men of war remaining to take in what quantity of either of them they can stow for the use of the fleet, and have discharged those ships. One ship laden with beer from Lynn being very leak having about 150 tons of beer, I have ordered to remain at Harwich until I hear further from the fleet.

As for the sick and wounded men remaining at Ipswich, Harwich, &c., I have already sent away those that are recovered, and those that are lame and not capable of service by the loss of their limbs, or otherwise, are in part sent away yesterday to London and the remainder shall come by the next opportunity. In pursuance whereof I am come hither to take an account how the whole business stands in reference to the sick and wounded that are yet here, that so I may contribute what is in my power, both for their

good as also for the benefit and advantage of the State whose expense hereabouts rises high.

I purpose to send messengers to Aldborough and Southwold to take care of those that are in those towns also, and shall endeavour to discharge my duty as the Lord shall enable me in whatsoever else relates to the affairs committed to my trust, and shall hasten up as soon as I can to receive yr. Honours' commands, for I doubt the time will not be long ere there will be need of some person at Harwich to take care of your affairs, as also of a supply of stores to answer the exigencies of the service.

I crave leave to remain, &c.

N. BOURNE.

Ipswich,
6 Sept. 1653.

1233. *Sept. 7th, 1653.—ORDERS BY DE WITTH*

[A.O.H. Translated.]

As we see every day, to our regret, that the captains make a practice of sailing at random, and do not keep company with their squadrons as they should do carefully both by day and night, paying no heed to the frequent cautions given them, therefore, to promote the service of the country, the said captains are charged once more and for the last time to remain strictly with their squadrons, and whosoever neglects this order shall be fined four Rix dollars at the first meeting, and likewise those who either by day or night sail before Vice-Admiral de Witt, without having any cause for haste.

Also, as we deem it advisable that all our ships of war should come in to us as quickly as possible, no one excepted, and that no one need wait for another, small vessels being included also in this

order, therefore in the event of our flying a red flag from the mizzen-top-mast or else from the mizzen-yard, and firing a shot, whoever does not come as quickly as he can shall be fined eight Rix dollars at the first meeting, as a pledge ; and when the said signal is made, when we are in action, all our ships, both those to windward and to leeward, ahead and to the rear, shall do their best to come up with us and with the enemy as quickly as possible, and shall place themselves in suitable positions against the enemy. And the said flag shall be kept flying throughout the engagement, so that no one will have any excuse to make (unless they shall have been employed rescuing any crew or ship), with regard to the order by signal and by their instructions ; and whosoever in spite thereof shall neglect this order, which God forbid, shall be punished by death without mercy, and the attorneys are charged to keep a strict watch over everything, to keep memoranda, and to come and make reports from time to time.

Also, when we require the nearest and quickest-sailing ships of war to come up with mine as quickly as possible, to receive some order, we shall fly a national pennant to the rear of the flagstaff.

Also, when we are convoying merchantmen, and any of them get damaged so that they cannot sail, it shall be the duty of the nearest ship to take the same in tow, and to give them all possible assistance, bringing them along with the fleet, omitting nothing in their power ; and for the rest to regulate themselves according to their instructions and the signals made.

Done on board the ship

't huijs te Swieten,

the $\frac{7}{17}$ th September, 1653.

(Signed) WITTE CORN: DE WITH.

1234. *Sept. $\frac{8}{18}$ th, 1653.—POINTER TO N.C.*

[S.P. 18, xl. 54.]

This is to acquaint your worships that upon Monday the 29th of August the General (about three or four of the clock in the afternoon) set sail out of Aldborough Bay with about eighteen sail of men of war.¹ We stood over for the coast of Holland. Tuesday following at night we espied about forty sail of busses to the windward of us, the Martin galley took two of them, which was all that was taken. Towards morning we met with Rear-Admiral Lawson. All day Wednesday we stood for the Texel,² till towards the evening. A frigate then brought intelligence that De Witt with his fleet was gone this Tuesday morning towards Norway. A council of the flag officers was then presently called, and resolved that all the great ships and the merchant men should go in, and only that some frigates should be left behind to scout upon the Holland's coast; we presently tacked about for the coast of England. The next day the wind proved contrary to us and great tempestuous weather which lasted for four days and nights—we were not a little afraid of our ship which before was much leaky. But it hath pleased the Lord to preserve us, and we with the fleet ordered to go in are now lying off of Yarmouth about seven leagues, expecting a fair wind to carry us up to the river.

We hear of no great damage the fleet hath received in the storm save only the Newcastle frigate spent her mainmast, who is ordered to go to Yarmouth.

¹ Cf. No. 1210 (Vol. V) for their names.

² Tessel.

I have not else at present to acquaint your worships only that in sincerity of heart I desire to approve myself, &c.

THO. POINTER.

From on board
the Resolution,
8 Sept. 1653.

Endorsed—

These for the Rt. Worship the Commissioners
of the Navy at the [] Office on Tower Hill
London.

1235. *Sept. 9th, 1653.—DE WITH TO S.G.*

[A.O.H. Translated.]

Noble and Powerful Lords,—My Lords,—I think it my duty respectfully to inform your Lordships as follows:—that after my last letter of the $\frac{4}{14}$ th instant, when we had passed the Jutish reef, on the $\frac{7}{17}$ th, we were under the Skagen reef, and here the traders for the North parted company from us, not one of them having suffered any injury from the enemy; we were obliged by a contrary wind and rough weather to anchor there with the greater part of the Baltic ships, the remainder having got into the Katte-water ahead of us. We were then informed by a letter from Mijneer Keyser that the three last East-India return-ships,¹ and some vessels from the Straits and West Indies, had come into Bergen in Norway on the $\frac{24^{\text{th}} \text{ Aug.}}{3^{\text{rd}} \text{ Sept.}}$ and were still lying there on the $\frac{30^{\text{th}} \text{ August}}{9^{\text{th}} \text{ September}}$. I sent off an express to Bergen immediately on receipt of the said letter, requesting and charging the said ships to come without loss of time to between the Hook of

¹ *I.e.* homeward bound.

Skagen (the Skaw) and de Kleine Helms, nearest the latter. I had also previously sent a similar notice to Flekkefiord, and had likewise informed Mijnheer Keyser of our arrival, requesting that the East-India return-ships lying off Copenhagen might be sent to us at the rendezvous, with any victuals to be provided for the ships expected from Norway. I also learnt from Mijnheer Keyser's letter that these five East-India return-ships were to be conveyed to us at the rendezvous by thirteen or fourteen warships belonging to the King¹; I therefore replied that, if such were to be the case, I hoped they would remain till we sail from here on our homeward journey, the more especially as I was directed by my instructions to wait for the ships from Bergen in Norway. And I hope that the warships we left lying in Texel, still incomplete, will be made ready and will join us without delay, the better to enable us to ensure the safety of this rich treasure, and I trust, with this long continuance of south wind, that they are well under weigh. I took the precaution, on my departure, of informing my Lords Delegates of the States at the Helder of where I had appointed the rendezvous for the greater certainty; and was told in reply that I must use all my experience in seamanship to ensure that the ships do not have to seek us up and down but shall find us at the rendezvous. I have also determined to send notices to the masters of ships belonging to our country lying in Flekkefiord, Maerdon,² Langesund, Soonwater and Svinshad, to be ready in Oxö within six to eight days, and to come and join us as quickly as possible,

¹ of Denmark.

² Probably Maërdo, which lies a little east of Flekker. This seems more likely than Mandal.

and that I purpose at my coming to provide them with convoy. Further, my Lords, I am most anxious (with all respect) to be informed of the enemy's position at sea, and whether they continue to hold themselves off between the Texel and the Vlie ; which intelligence, coming in time, will help our decisions and be of great service to the State.

My Lords, I shall not fail on all occasions to use all my knowledge of seamanship and warfare in the service of our country, and to conduct myself as a faithful servant of your Lordships.

(Signed) WITTE CORN: DE WITH.

Done on board the ship *'t huijs te Swieten*,
between the Hook of Skagen (the Skaw) and
the Helms, in the evening of the $\frac{9}{19}$
September, 1653.

1236. Sept. $\frac{19}{20}$ th, 1653.—COMMITTEE OF COUNCIL
TO S.G.

[A.O.H. Translated.]

High and Mighty Lords,—We received to-day your H.M.'s dispatch of the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ of this current month, requiring our views on the sending of a few quick-sailing frigates into the Mediterranean to keep a look-out on the English. After having discussed the question we feel obliged respectfully to reply to your H.M. that, for brevity's sake we beg to refer to our recommendations on this same subject, sent to your H.M. with our letter of the date above-mentioned, in which we stated that it was necessary to protect the Mediterranean with ships of war belonging to this country, but that, owing to lack of means, it was impossible for us to contribute anything thereto. And we take this opportunity of adding that, in consequence of

what we have heretofore advised your H.M. relative to our difficulties, our means are now so terribly reduced that to-day, on the report made to us by our Receiver General, we have ordered our naval agent, after satisfying the claims of the carpenters and labourers engaged in fitting out and preparing the ships of war and fireships lying off this town, to pay them all off excepting a few, and thus bring the work to a standstill ; we have also ordered the clerks, charged with payments to individuals, to stop all payments to officers, their wives or attorneys, and to distribute the little that can be supplied them (which from our whole income will not provide a fourth part of what is necessary) amongst the most indigent and needy of the sailors only, and these also will have to go unpaid before long, if we are obliged to pay the interest on the gross sums we have been forced to borrow to the holders of the bonds, and to enable us to do this, all orders for payments granted by us, even to common workpeople, for amounts under 100 gulden, will have to be suspended. All our powers and means are now exhausted, we are deprived of our ordinary income, and left unprovided with what we have been so often solemnly promised to receive, to our ruin under the burdens which we took upon us in our desire to do our best for the country ; and now that matters have reached a climax, the work has to be stopped, nothing remains to us, and our loyal desire to do good service is powerless to act. On this subject we have always protested, and shall never cease doing so. And we and the Lords here present have been almost in despair how to arrange matters for the best (having been unassisted for so long), and we have therefore resolved to write to all those who are absent, summoning them, that

we may take counsel together what to do for the sake of the country and to improve our own position ; in the which we have to consider not only the burden that is at present crushing us with its weight, incurred in purchasing goods from numbers of honest men, and in employing the blood, sweat and toil of our fellow-citizens, for which we are unable to pay, but also more especially the difficulties it involves not only to our Board and persons but to the public also, such as our inability to pay the officers and sailors who have already come in, and the others who are daily to be expected from the Mediterranean ; the providing of stores that will necessarily be consumed very shortly in the serious and fierce encounter with the English that seems close at hand, whilst our stores of all kinds are exhausted ; and, even if everything falls out in the best way (which God grant), part of the ships of war (none of which, without exception are victualled for longer than till the middle of November) will be coming in at the end of next month, and must be sent to sea again before the approaching winter season to oppose the enemy and provide for the protection of commerce ; we have to consider moreover how to satisfy the heavy claims of the crews who have been serving for a high monthly wage ; whilst the ships that are brought in ought to be paid off, and the goodwill of their crews retained, lest they be driven by disgust and vexation at delayed payments to take refuge with our adversaries, who would gladly receive them and treat them well. We can do nothing for our part but simply represent to your H.M. the difficulties that have arisen from want of means, which (with all reverence) can only be averted by immediately furnishing considerable sums of money in proportion to the

requirements of the several Boards of Admiralty, and especially our Board ; and we are of opinion (under correction) that the same should be issued before any statement or accounts are given in (which nevertheless we are always ready to do), on account of the urgency of the situation ; otherwise the time that yet remains will be spent in manifold and wearisome discussions, as (God amend it) some of the time has already been spent ; while, to all appearance, even if these discussions had relieved us of our burdens, there is nothing to look forward to but that the glory and fame of this country on the seas, which, by God's grace, has hitherto prospered and flourished in the sight of all the surrounding nations, like a burning torch, will be untimely overturned and extinguished, leaving nothing behind but a foul smoke ; and then the pitiful question will arise, how it has come about, and we shall at the same time have the most painful discussions [as to whether] perhaps the country has been steadily defying this government, and whether every one is willing and able to prove the efforts he has made and his honest zeal with regard to all measures proposed to obviate such a disaster, when the course of events shewed what was to be anticipated, and which proposals were made opportunely and in good time ; there will be no remedy then for the disaster already suffered, nor any means of recalling the lost opportunity of retaining our status and position. As far as regards ourselves, we recognize it without anxiety, and we can appeal without fear to what is known to your H.M. And we can therefore await, with an easy conscience and without perturbation, whatever continued and persistent dilatoriness in the adoption of necessary measures may perchance bring forth ; but, never-

theless, in so much as we have the honour to participate in the Government, and possess a thorough knowledge of what is wanting to remedy this state of affairs, we have been anxious to do our duty to the utmost by faithfully representing what we see close at hand and what is committed to our care, very humbly begging your H.M. in this behalf once more, that, arranging with your H.M.'s usual wisdom and zeal for the conduct of affairs in this present juncture, when time presses, your H.M. will be pleased to contrive and devise some ready means of remedying a state of things, which, as far as we are concerned, has reached a climax of embarrassment and distress, and also to provide what is necessary at the present moment having regard to the end of the year and the approach of the winter season. And this last ought now (under correction) to be taken into consideration, that it may afterwards be carried into effect ; otherwise it looks as though the ships of war and fire-ships, belonging and returned to this port, will be obliged to remain lying outside the harbour, including all those who ought to come inside by reason of damages by storm and from the enemy. Besides, we have grave doubts whether all our ships lying in the Texel will be able to put to sea, owing to deficiency of men, for almost all the musketeers engaged have been removed from the said ships by your H.M.'s Delegates, and only a very few returned in their stead, which necessitated part of their crews serving as such to supply the places of musketeers wanting on board the ships that put out under Vice-Admiral Witte ; which has greatly increased the burden and charges of this Board, by reason of the difference of the pay of soldiers and sailors. Every effort has been made here, but

unsuccessfully, on account of the lack of men, and the matter must now be allowed to drop for want of money, unless what is wanting is supplied by your H.M.'s order, or otherwise several of the ships will be obliged either to remain lying there or to put to sea much under-manned. But we cannot say exactly what is required on this account, because we have received no statement of the number of soldiers removed or returned; and also, by reason of the bad weather, we have not received any reports from our agents there for some days, with regard to the condition of the ships, details of which have been supplied to your H.M.'s Delegates. And, in the hope we have satisfied your H.M. with regard to the advice required of us, and discharged what appeared to us our duty on receiving the report made by our Delegates on their return from the Hague, and on finding to-day the situation of affairs here, we commit the whole of the rest of the business entirely to your H.M.'s care, &c., &c.

(Signed) SIMON VAN ALTEREN.

Your H.M.'s very humble servants
the Committee of the Council for Admiralty,
and by their command.

(Signed) DAVID. DE WILD.

Amsterdam, the $\frac{10}{20}$ th September, 1653.

1237. Sept. $\frac{10}{20}$ th, 1653.—*VICTUALLERS TO A.C.*

[S.P. 18, xl. 60.]

Rt. Honble.,—We having jointly considered the proposal you were pleased to make yesterday unto some of us, viz. That if the State declared for so many men six months for the winter and summer's guard as that their provision of victualing should amount unto £195,000. That then our

payments should be £30,000 presently by way of imprest and the rest by £15,000 per mensem for eleven months, beginning the first of October, and so in proportion for a greater or lesser number of men. Do humbly return this our answer. That considering your Honours' readiness to do what the emergent occasions of the public will at this present admit we shall therefore willingly submit to this your proposal (though far short of what our contract according to your interpretation of it would afford us) only with this small variation that the monthly payments may be ten and £16,500 per mensem beginning as above. But then we humbly intreat that our payments may be certainly affixed upon some good receipt where we may have punctual payment, and thereby may be in some measure enabled to carry on your service and our credits the better supported when we shall make use thereof which will be very considerable to serve so great a bulk of provisions.

And that the respective proportions of victuals for this winter and next summer's guard may be distributed by affixing the number of men to the several ports as the State shall judge most conducing to the public.

The formalities of certifying and ordering the payments, we humbly crave leave to offer to your consideration and humbly desire to be heard as to those things which concern the better and more speedy securing of our provisions and the regular issues and expense thereof,

Craving leave to remain, &c.

NATH. ANDREWES.

THO. HERNE. WILLIAM BEALE.

T. GAUDEN. RIC. PREICE.

Victualling Office,
10th Sept. 1653.

1238. *Sept.* $\frac{12th}{22nd}$, 1653.—*PROCEEDINGS OF C.O.S.*

[S.P. 18, xl. 64.]

Monday, the 12th Sept. 1653.

At the Council of State at White-Hall.

The Council having taken into consideration what number of men are to be provided with victuals for the next winter and summer's guard do resolve and declare that the provision of victuals be made for 36,000 men to be employed in the next winter and summer's guard for six months, to begin from the 1st day of October, and to end the first day of April, and it is hereby referred to the Commissioners for the Admiralty to send for the victuallers of the Navy and to confer with them concerning the making of the said provisions, and to acquaint the Council with what they shall do herein.

That it be referred to the Commissioners for the Admiralty to give order for the making of a dry dock in the States Yard at Woolwich and to give order for the payment of such money as shall be disbursed in the doing thereof.

1239. *Sept.* $\frac{13th}{23rd}$, 1653.—*BEVERNING AND VAN DE PERRE TO S.G.*

[Thurloe State Papers, i. 477.]

My Lords,—We have received your High and Mighty Lordships' resolutions of the 11th, 12th, 18th, 24th, and 25th of last month. We shall govern ourselves according to the contents thereof, humbly desiring, that your Lordships would be pleased to approve, that notwithstanding the strict narrow watch kept over the prisoners here and the prohibition of this State, yet we have made a shift to transport 192 prisoners for the Flemish coast,

who were most of them in the country and were bringing up to London against the winter. The prisoners at Chelsea, the Mews and at Colchester, as elsewhere, do suffer an unspeakable deal of misery, lying upon straw, without anything to cover them and in the open air, which we are once more necessitated to represent to your Lordships, to perform the bitter desperate complaints, that are made to us daily. The last week there only died twenty-four at Chelsea, and this week there were seventeen buried in one day. There are 400 sick amongst them, of which there are 200 in great danger. When we complain of these hardships to some lords here upon occasion, they make answer, that their men in our country are far worse used and have but 3d. a day allowed them, whereas ours have 6d. We have endeavoured to make a provisional exchange of fifty or sixty of ours against as many of theirs in Holland and Zealand, that so we may get off our best seamen, but as yet we are not agreed, by reason the general of the prisoners doth stand precisely to exchange an officer for officer, mariner against mariner, with distinction of men of war and merchantmen, but we shall endeavour to act further herein and to do as well as we can.

The great ships of the fleet of this State are come into the river as far as Rochester, where they are to lie all this winter and that eight of the ships of the fleet lie before Yarmouth, much damnified and without masts. We do by our next intend to give your High and Mighty Lordships a particular account of the condition of their fleet. In the meantime,

High and Mighty Lords,
Your Lordships' most humble servants,
BEVERNING, VAN DE PERRE.

Westminster, Sept. 23rd N.S.

1240. Sept. ^{13th}_{23rd}, 1653.—VAN DE PERRE TO JOHN DE BRUYNE, *raedt pensionary of the States of Zealand*

[Thurloe State Papers, i. 484.]

My Lord,—Since my last the fleet of this state hath been seen upon the coast of this country and is since come to Solebay, Yarmouth and Harwich, having left forty frigates before the Texell. Those ships, that are come in, are said not to be much damnified through the tempest, which was exceeding violent, but that they will go out to sea again very speedily to join with those ships before the Texell, which is to be their rendezvous ; and for this purpose they press great store of watermen and other fresh water soldiers. In the said tempestuous weather there was one frigate cast away upon the West coast, and four upon the Irish. The sickness amongst the prisoners at Chelsea increaseth daily. Captain Stellinswerf died here in the Mews on Tuesday last, and was buried by the rest of the captains, and some of our family, who accompanied his body to the grave. And although that a strict watch is kept at both the said prisons, to keep them from getting out ; yet several steal out and escape in the night, as also by daytime who come to us for relief to carry them over.

Westminster, Sept. 23rd N.S.

1241. Sept. ^{13th}_{23rd}, 1653.—A.C. TO N.C.

[B.M. Add. MS. 9304, fol. 79.]

13th September, 1653.

By the Commissioners for the Admiralty and Navy.

Upon consideration and treaty this day had with the Victuallers of the Navy for victualling 37,000 men which the Council have declared shall

be employed for six months in this winter and next summer's service, and the Victuallers having agreed to accept of payment for the same, which at viid. $\frac{3}{4}$ a man per diem amounts to £200,725 in manner following, viz., £30,225 in hand by way of imprest, and the remainder by £15,500 per mensem, the first payment to begin the first of October next without prejudice to their general contract made with the State. It is ordered that the Commissioners for the navy do proceed to perfect the said agreement for victualling the said 37,000 men, and to make out bills of imprest unto them for the said imprest and monthly payments accordingly.

JO. CAREW,
NATH. RICH,
ED. SALMON,
WILL BURTON,
JOHN DISBROWE,
THO. KELSEY.

1242. Sept. $\frac{18}{28}^{th}$, 1653.—MONCK TO WILLOUGHBY

[S.P. 18, xl. 79.]

Sir,—Intending by the first opportunity of wind and weather to send in the greatest ships for Chatham, having disposed of the rest of the ships into the river, Harwich and Portsmouth to be refitted, and ply in the Channel according to orders, I do desire that so many of them as shall come into Stokes Bay or the Spithead and the captains of them making their repair to you to be supplied with what they want, may not be suffered to come into Portsmouth Harbour with their ships but ride in the road before the town, and having their victuals and other provisions sent off to them except it shall appear to you their condition is such that of necessity they must come into the

harbour to be refitted. Your care herein is much desired, the service of the State requiring a considerable number of ships for guard thereof very speedily.

If any of those ships that shall come into the harbour to be refitted have been out any considerable time I think you may do well to give notice thereof to the Commissioners of the Admiralty, that their men may be paid off, yet so as may stand with the good of the service.

Yr. very assured friend,

GEORGE MONCK.

Resolution in
Alborough road,
the 18th Sept. 1653.

1243. *Sept. 19th, 1653.—N.C. TO C.o.S.*

[S.P. 18, xl. 64.]

Right Honble.,—Finding the business of our office so much increased, we made application to the Commissioners of the Admiralty to take off that part lately imposed on us, relating to sick and wounded men, the widows and impotent parents of such as are slain in the service, and of prisoners, which to be done as it ought is business sufficient to take up our time.

But besides the prejudice that comes through our want of time seriously to attend this business, it's a great disservice to have the lamentable cry of such persons in the ears of seamen, who by multitudes have recourse to our office.

Now understanding from the Commissioners of the Admiralty that they have made report to your Honrs. of several persons with instructions to manage that affair, we humbly entreat your

speedy settlement thereof, which will accommodate the service and assist employment and encourage,

Your Honours' real servants,

E. HOPKINS,

THO. SMITH,

ROB. THOMSON,

FR. WILLOUGHBY.

Navy Office,
the 19th Sept. 1653.

1244. Sept. ¹⁹/₂₉th, 1653.—*DECISION OF COURT
MARTIAL*

[A.o.H. Translated.]

The members of the Naval Council of War, now sitting at the Helder, by the appointment of their Lordships the Delegates of their H.M. the States General, to decide on the cases of unofficer-like conduct and disobedience on the part of several of the captains and commanding officers of the State's warships of this country, reported to have occurred in the last engagement with the English, in the presence of his Lordship Heer Halewijn, nominated by their H.M. to preside over the said Council of War, having seen the indictments, criminal charges and accusations brought forward by Advocate-Fiscal de Bijé, and his assistant Thimeus Faber, against Lieutenant Henrick Hay, together with the papers and answers put in by the said lieutenant to prove his innocence, the said Council of War having examined all the documents, heard the evidence on all sides and carefully considered every point material to the case, giving sentence in the name, and on behalf, of their H.M. the States General of these United Provinces, condemn the lieutenant aforesaid to be

keelhauled three times with a halter round his neck, and sentence him then to the house of correction for twenty years at hard labour, and order him to pay the costs and expenses of the action. Disallowing the indictment and charge brought against the accused by the said Fiscal, for reasons moving the said Council of War thereto.

Done in the Council Chamber at the Helder, the $\frac{19}{29}$ th September, in the year 1653. We say hard labour for twenty years in the house of correction.

(Signed)

A. HALEWIJN.	GILLIS JANSEN.	JAN POWWELZY.
B. RUSSELL.	D. VIJGH.	
1653.	1653.	
HENDRICK DE RAET.	E. GOMES.	A. J. VAN NES.
1653.		E. MEIJER.
W. D. ZAAAN.		

1245. *Sept. $\frac{19}{29}$ th, 1653.—DE WITH TO S.G.*

[A.o.H. Translated.]

Noble and Powerful Lords,—My Lords,—I think it my duty humbly to submit to your Lordships the following report. I wrote last to report our proceedings to your Lordships on the $\frac{5}{15}$ th and $\frac{10}{20}$ th of this month, begging, amongst other things, that the State's ships which we left lying in the Texel still not ready, when we sailed out on the $\frac{1st}{11th}$ instant, might be sent in a body to join us at the rendezvous as quickly as possible, with a view of better securing the safety of the rich treasure we were sent out to fetch. On the $\frac{14}{24}$ th instant I learnt from Hendrick Scholte, master of a Dantzic boat that sailed from London

on the $\frac{6}{16}$ th instant, that before he left that place one hundred ships had sailed for the coast of Holland to blockade the rivers ; whilst, on the other hand, our force consists of forty-four ships, such as they are. I have previously sent your Lordships a statement of the number of guns and men they carry, and the length of time for which they are victualled ; and I do not hesitate to say, that, unless further reinforcements are sent us from home, the treasure, for which we are now lying on the watch, and the State's fleet under our command, will run a great risk, as I leave your Lordships to judge. I should never have supposed that so great a treasure would be hazarded with so small a force, with which, in our opinion, the welfare or adversity of our country is so closely bound up. Our experience and achievements on divers occasions heretofore, when the numbers of the enemy's fleet and ours have been equal, are of course well known to your Lordships ; and I do not hesitate to say that if the materials and stores for the ships still lying in the Texel not ready, had been forthcoming in proper time, they would have been able to put to sea with us ; and now they have had plenty of time again, so that dilatoriness is growing into a hard and fast rule with us, and the English, who have learnt dexterity from us, now always get the wind of us in every thing, and are always ready before us. I shall not ask your Lordships to send me word where to bring the State's fleet in, after we have performed the convoy ; but shall act in this matter in accordance with circumstances, favourable and otherwise. We are waiting very patiently, expecting to see the ships from the Sound every hour, and shall then at the first opportunity join the rest of the ships in

Flekkefiord, so as to proceed on our journey from that place with them and the others. I must repeat my anxiety to be informed of the position of the enemy off our coast, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship *'t huijs*
te Swieten, the $\frac{19}{30}$ th September, 1653.

1246. Sept. $\frac{20}{30}$ th, 1653.—BRADSHAW TO C.o.S.

[Thurloe State Papers, i. 491.]

Sir,—The convoy with the powder, masts and merchant ships are (I doubt) still in the river, except they got out to sea this day. It's now above ten days since they had their dispatch, and all means possible have been used to get them to sea, but the winds have still been contrary: they are as low in the river as they can be, waiting the first opportunity. The 15th current came an express to the convoy from Captain Hill of the *Worster* [*sic*] frigate, to let them know that our fleet were drawn towards our own coast, and that he with fourteen more frigates would stay for them twelve or fifteen leagues to the norwest of *Heli-goland*, the island in the mouth of this river. Since the return of that messenger I have received intelligence, that the States of Holland, having notice of these provisions and the merchant ships, have ordered twelve men of war to lie in wait for them, as they come forth, of which I have given Captain Howard¹ notice, and have sent out a boat with a letter to Captain Hill, to give him notice thereof, if possible to meet with him, that he may draw to the island with those frigates, lest these ships should fall into the enemy's hands before they can join with the frigates. By letters from

¹ *Sic*. Probably Hayward. Cf. Nos. 1219 and 1256.

the Sound we have it, that de Witt will out thence with their East India ships, such merchant ships as are ready, and some say that the Dane will lend him some of his great ships, but I believe not that : they hear the body of our fleet is drawn home by the last foul weather, so they will out with the first wind. It is also said that the Dutch will come forth with thirty or forty sail, to meet their de Witte from the Sound, but that you may know as well as we here. I shall still lay out for more powder, but as in my last and my former I writ you, except I have a further supply of money, I cannot effect what the Council orders. . . .

Your humble servant,

R. BRADSHAW.

[Hamburg.]

1247. *Sept.*^{29th}/₃₀, 1653.—BLAKE TO MOULTON

[S.P. 18, xl. 95.]

Capt. Moulton,—I have sent for your harbour along with Captain Young¹ in the Worcester, the Sapphire frigate and three men of war called the Dolphin, Princess Maria and Arms of Holland. The two first I desire you to see cleaned and re-victualled with all expedition, and the latter to be taken in hand, I having writ to the Council desiring their approbation for continuing them in lieu of so many merchant ships.

There is money due to all of them for short allowances—I desire you will see them paid as you shall see fit, that no discouragement may be put upon them. I should gladly have seen you here had your health permitted.

¹ *Sic.* In the two lists given in this Part (Nos. 1229 and 1303) as well as in Nos. 1226 and 1246 W^m. Hill appears as in command of the Worcester. Young's name does not appear in either list.

I have no more at present but to tell you that I am, &c.

ROB. BLAKE.

Resolution,
Sept. 20, 1653.

The Laurel likewise comes in whom I would have you stay till further order.

1248. *Sept. 22*
*Oct. 2*nd, 1653.—N.C. TO A.C.

[S.P. 18, xl. 109.]

Rt. Honble.,—We have often represented (in discharge of duties and trust) our apprehension for a reasonable supply of stores for the Navy, and have not neglected to put those which were concerned in mind of such provision of money as was necessary for carrying on a work of so great import, as by many of our letters transmitted to that Board may appear.

We have also improved the utmost of our care and diligence in laying hold upon all opportunities presented, and within our power, for gathering in what hemp, cordage and masts were attainable, though in the former part of the year the want of punctual performance of what we engaged for to the merchants in matter of payment was some discouragement to them to adventure upon that trade in these times of so much hazard.

We have, as we conceive, in stores about 300 tons of hemp and cordage, and contracts made for 1300 tons more, having since we received your order upon the 20th present made an addition to what we had formerly of near 300 tons which is all we can yet attain, though we are ready according to our direction to give encouragement by some addition of price, if we find the Service may be advantaged thereby, which yet we discern not.

We do understand besides what is already engaged to us, there is a considerable quantity expected from Hamburg which we shall lay in for, and if it arrive in safety may somewhat add to our supply.

We cannot therefore but in faithfulness express our thoughts that it is of exceeding great concernment that a strong convoy be ordered for the security of those ships in which the welfare of our affairs under God is much concerned.

It is in our thoughts as soon as we are assured what may be had from Hamburg to fall in with some merchants to make provision this winter for a further supply of hemp at Riga or Quinsborough,¹ &c., which may be here at first of the spring and be helpful to the next summer's provision.

Our thoughts are not less exercised how a competent supply of masts may be attained, and indeed the difficulty now seems greater than in the former. We have acquainted you with six ships bound for Gothenburg upon that account. Three are expected from New England, two more we intend thither this winter, and some small supply may probably be had from Scotland, but allowance far short of our desire and what your occasions may require, especially if any of these should fall into the enemy's hands. And therefore we humbly conceive also that it is no small concernment that such strength do lie upon the coast of Norway, that that passage be secured so far as may be, the convoy designed for those ships being too weak to engage with any considerable strength of the enemy who doubtless will improve their utmost endeavour to prevent these supplies.

We are informed this morning of two ships bound from Norway with masts taken by the

¹ *I.e.* Königsberg.

enemy whereby may easily be discerned in what hazard all the supplies expected are, if we maintain not a prevailing strength in those seas, which we leave to your consideration, and remain, &c.,

ROB. THOMSON,
FR. WILLOUGHBY,
E. HOPKINS.

Navy Office,
22 Sept. 1653.

[*Minuted by A.C.*]

Report to the Council of State matter of fact as to the loss of the two ships mentioned as above, and whether they shall think fit to order any ships to ply upon or towards that coast, in relation to the protection of whatsoever ships with masts are expected from thence, considering the great want of materials of that kind, which is too probable.

1249. *Sept. 26th*, 1653.—BOURNE TO A.C.

[S.P. 18, xl. 119.]

Rt. Honble.,—Since my coming upon this place I have been able to do little in order to the business I came about, the weather proving very bad this day past ; I shall at present give your Honours an account of those ships and frigates that are in this port, viz. Newcastle, Centurion, Convertine, Expedition, Constant Warwick, Mermaid, Middleboro', Raven and Concord which are all that belong to the State sent in from the General.

Here is also the Swift and Mary prize ready to receive your orders. The Guinea frigate, Richard and Martha, Hannibal and some others are in the

Rolling Grounds, and have orders to sail to Portsmouth and the river of Thames.

As for these that are appointed to be fitted here, I shall fall upon something preparatory thereunto in the morning, also I have made a particular survey of them and endeavour the speedy repairing of them.

But I perceive by the little I have observed already that divers of them are much defective in their hulls, and all the store of masts we have will but very hardly afford two mainmasts, one for the Newcastle, the other for the Centurion, and what our occasion may be hereafter we are not able to supply any great masts. The hulk appointed for this place will be very much wanted here the beginning of the next week : as for other stores I doubt not but the vessel that laded them is by this time dispatched at Deptford and ready to come away.

It is a principal part of my care how to order the business relating to the paying of the seamen, but I am apt to conclude (as to my own apprehensions) that it is no way advisable to pay them till they be completely fitted and ready to sail, for I find a good part already gone to London, and other places.

I hope I shall not need to mind your Honours, about the troop of horse, and an order to the Governor of Landguard Fort that he take particular care for a convenient guard for this town, without which there will be no living here, or keeping up any face of authority. The letter to the Mayor and magistrates of this town is not yet come, to require them to put forth their power in suppressing the excessive number of base tippling houses which do so much debauch the seamen. I am not yet ripe to give your Honours an account

of the houses you ordered me to treat about, but you shall suddenly receive something concerning the same.

I am here purely in obedience to your Honours' command out of a ready spirit to do service in any capacity or place—although I cannot but acknowledge I find it irksome in several particulars, but I desire to be anything and in any condition where the Lord is pleased to cast me, and while I remain here I shall obey your command with cheerfulness, and give me leave to mind you of that which I hope you are very sensible of (*viz.*) of the business of masts.

I shall not add further to your troubles at present, but remain, &c.

N. BOURNE.

Harwich,
26 Sept. 1653.

1250. *Sept. 26thh, 1653.*—HARMAN TO A.C.

[S.P. 18, xl. 120.]

Right Honourable,—On Saturday the 17th September in the afternoon I having got the three convoys together, I weighed from before the harbour of Harwich and stood off to sea with the wind southerly; on Wednesday night following I was so far as the headland called the Scaw, and that night one of our convoys which was Mr. Noble left us through his own neglect, and as yet I cannot hear no tidings of him, whether he be taken by any of the enemy's ships, or lost by foul weather, for we have had great deliverance from both, for twenty-four hours' time before we came into the harbour we had much foul weather, and had much-a-do to keep our ships from being ashore on the coast of Norway, and since my

arrival at Gothenburg with the other two ships, which was on Friday the 23rd of September I was informed by the merchants that there was riding under the Scaw a fleet of Hollander men of war containing forty-eight East India men which they conveyed.

They so much admire how we should 'scape them: the two convoys will be ready very suddenly, for here is great store of masts ready: so having no more at present to acquaint Your Honours with, I take leave and remain, &c.

WILLUGHBY HARMAN.

Aboard the Katherine
in the harbour of
Gottenburg, this
26th Sept. 1653.

1251. *Sept. 27th*
Oct. 7, 1653.—BOURNE TO A.C.

[S.P. 18, xl. 126.]

Right Honble.,—I even now received yours of yesterday's date for answer whereof you may please to receive this short account (viz.) That this day I have been aboard the several ships and frigates in this port whose names I gave you by mine sent by Yr. Honrs. the last night. The Newcastle and Centurion will put us to the utmost of our skill to supply them with main masts out of the stores we have, we must be forced to lengthen them with oak. As for the boltsprits and other masts and yards, we shall be able to fit these, but I wish those frigates yet abroad may come in better found as to masts, or else that we may be stronger in stores.

As for other stores, I expect a sufficiency to come down from London and Yarmouth to dispatch this squadron, but as to the victualling part, I am not able to resolve you in what capacity

we are, for as yet I cannot meet with the victuallers' agent, yet I suppose we shall be able to complete them that are here, with all sort of provisions, but a little oil upon that wheel would not be amiss.

Most of these ships I find very much out of repair as to carpenters' work and they want caulking all over, within and without, the winter approaching requires it to be done which will take some time (here being very few carpenters in this place, considering the business to be despatched), so as I doubt I shall be constrained to take off the carpenters again from the new frigates building at Woodbridge and other places upon this coast, which I would not willingly if it may be avoided, for they are too backward and need no pullback.

I have cast about me the best course I can take to carry on the work and you may be pleased to believe I am sensible of the stress that lies upon the present affairs. As for the house you gave me command to treat about, I have had a pass or two at a distance with the owner, and I suppose his price may be about £340, possibly something may be abated but I judged it not advisable to move any further at present, neither indeed have I any desire as to my particular, yet in my judgment suppose it may be accomodable for your ends if this war hold.

The town at present is very nasty and sickly, and the truth is something like a prison to me, but the Lord can make it otherwise if he please to grant his presence (here being little else but what is of a vexing quality).

Give me leave a little to wonder that this garrison should at this season be dismantled whereas there was never so much use of it since it was appointed, and considering the present affairs

occasion so great a number of men belonging to the fleet to be here (many of whom must be awed by authority) as also here being very many Dutch prisoners, concerning whom I have often desired to know the State's pleasure, as to the manner and place for securing them, but as yet have no answer.

Until Your Honours shall please to put the cash into other hands (which thing I earnestly desire) I pray please to settle some way wherein I may be supplied with money to carry on the service here ; which is all at present from

Yr. Honrs.' very humble servant,

N. BOURNE.

Harwich,
27 Sept. 1653.

1252. *Sept. 29th
Oct. 9*, 1653.—BOURNE TO N.C.

[S.P. 18, xl. 144.]

Gentlemen,—Besides those ships sent in before, which were eight in number, there arrived here yesterday the Advice, Assurance and Half Moon, very much shattered, the Advice I doubt whether she can be repaired here, her defects are such, the Assurance hath lost all her masts save her main-mast, the other lost all her anchors save one, and by the badness of her main capstan (which was ill put off hand) the whole was very much endangered.

These frigates parted with the Worcester, Diamond, Reserve, Foresight, Portsmouth and some others which went up the Swin. I have no tidings of the Hamborough fleet—the Lord send good.

It's very evident that the principal cause of the loss of the masts in the Newcastle, Centurion,

Assurance and others was the badness of the chain-plates, which generally broke like rotten sticks. It were not amiss to enquire after such mis-carriages, and give more than ordinary charge concerning this for the future, there being the whole safety of all depending thereon many times. Upon survey I find all these ships very much out of repair in their hulls, as well as their masts ; what shift I shall make for carpenters I know not unless I take off the hands from the new frigates again, which I am unwilling to do.

If it were practicable, I should desire some ten or twelve carpenters to be sent down in the hulk who might help her hither, and then help us upon the frigates who are hastened.

I pray hasten away the hulk and those stores demanded, without which we can do nothing.

I have herewith also sent a demand for some other provisions which I desire may be put on board the hulk in case she be not come away before : we are in want thereof very much.

Concerning the house. I have treated with the owner who is not very forward to part with it. He hath been offered lately £320 for it. Since then he hath bestowed cost. I suppose £340 will buy it. But did I know where to provide a conveniency otherwise for storehouse room I am slow to deal in it, not but that I judge it a very good pennyworth to any private man. I have signified so much to the Commissioners of the Admiralty.

I pray please to employ some persons who may carefully see these stores and provisions sent to us, for our wants admit of no delay, and order Mr. Scott to send blocks ready fitted to careen, and heave out masts by the hulk with what else he knows necessary for the business.

I pray cause some instrument belonging to the

Office of the Ordnance to be sent down speedily both to receive accounts of the remains as also deliver out stores that are laid up at Landguard Fort.

I find divers prizes spoiled here for want of present sale, the charge to maintain a company [of] knaves about them eats up all.

I pray make the Commissioners of the Admiralty sensible of it, so that they may speedily be sold here and at Yarmouth.

I have not else but remain

Yr. very assured friend,

N. BOURNE.

Harwich,

29 Sept. 1653.

I pray whether any other help come you let us have 3 or 4 carpenters acquainted to make masts here being work enough of that kind.

N. B.

1253. *Sept. 29*
Oct. 9, 1653.—*INSTRUCTIONS OF C.O.S.*

[S.P. Dom. Commonwealth, xl. 141.]

Instructions for Samuell Ward, Joseph Larke, Methuselah Turner and Samuel Cooper appointed Commissioners for considering and giving relief unto sick and wounded men in the service of the Commonwealth, and the widows, children and impotent parents of such as are or have been slain in the said service since the 1st of January, 1648, as also for ordering of prisoners in the war.

(I) That the said Commissioners do acquaint themselves with the constitution of the Chest at Chatham and the condition thereof and present their opinions touching the management thereof at present and for the future.

(2) That they take an account forthwith and as often as they see cause what sick and wounded men the hospitals of this nation can accommodate for cure according to the late resolves of Parliament, and that such sick and wounded men (immediately after their being set on shore) be ordered to such hospitals, and in such proportions as may be most suitable to the nature of them, and may best conduce to the real relief and cure of the diseased, who are to receive the allowance of the house during their continuance there, for and towards their maintenance, but when that allowance is found incompetent the said Commissioners are to make a convenient supply.

And if the hospital shall not be able to receive the numbers set on shore they shall take special care to see them provided for in other places at the most reasonable rates attainable, due respect being had to the condition and state of the diseased parties, and the great charge the State is exposed to in these exhausting times.

(3) That the Commissioners thus constituted give reasonable and timely direction to the mayors and chief officers of all seaport towns to make provision for all sick and wounded men as they shall be set on shore from any of the ships in the State's service, and to provide and send down what chirurgeons or other means are necessary for their relief.

(4) That the Commissioners aforesaid, or any two of them, do seriously consider the condition and damage of all such persons as are or shall be wounded in the service of the Commonwealth, and give them such allowance as they shall adjudge requisite, not exceeding £10 gratuity to any person, nor £6 13s. 4d. yearly pension to any. And in such cases wherein they or any two of them

do judge a greater allowance to be given they are to certify their opinions, with the grounds, to the Commissioners of the Admiralty and Navy and act further therein as order from them shall be given.

(5) That the said Commissioners are likewise to take care that all such monies as the Parliament have or shall please to order to the orphans of those that have been, or shall be, slain in the service at sea, shall be so settled and improved for the use and benefit of the orphans, according to the real intent of the Parliament as that it may be secured from all embezzlement whatsoever.

(6) That the said Commissioners or any two of them shall likewise only consider the conditions of the widows and children and impotent parents of such as have been or shall be slain in the service, and to give such gratuities to them (not exceeding £10) as in their judgment be most agreeable to the rules of charity, and may demonstrate the State's sense of their suffering conditions, and in any extraordinary cases to report as before. In the proportioning also of relief to be given due enquiry is to be made, and respect had, to desert of the party wounded or slain in the service, the voluntariness of his spirit thereunto, courage, faithfulness and continuance therein, the nature of his employment, whether as officer or common seaman, the condition of his family, the number of his children left, and poverty of relations to which relief is given, etc. And also a vigilant eye to be had to the certificates that are brought to evince the truth of the sufferings of any, that they come from known credible persons, and so thereby deceit in the business of the State's bounty may be prevented. In order to which the clerk of the cheque in every ship of the State's service shall of

course, and ordinarily at the coming in of the said ship, but more especially, and extraordinarily, after any fight or engagement with the enemy, send to the Commissioners a true list of all such seamen, soldiers and officers that were wounded, or slain in such service respectively, mentioning to those that are wounded in what manner, whether by loss of limb, or whatsoever else may render the parties more remarkable, and so his relief the less questionable by the said Commissioners: which list is to be signed by the captains of the ships on which such persons have been entered, or in case of his death, or wounds which shall disable him, then the master or lieutenant, or other superior officer that shall survive the said engagement, which list, so signed by the captain or other officer as aforesaid, as also by the clerk of the cheque, is to be transmitted to the Commissioners, to the end that they may be able to prevent or discover any who shall upon false pretences or certificates, claim the relief, which is only intended for such as have endured the brunt of a real service.

(7) The like rule to be observed when any sick men are sent on shore for their necessary refreshment and recovery.

(8) The said Commissioners are likewise to take care that so soon as any mariners or soldiers are recovered of their wounds or sicknesses that (unless disabled by loss of limb) they are returned to their respective ships with all possible speed.

(9) The said Commissioners shall with due care order the disposal of all such prisoners as shall be taken at sea, and provide for their maintenance not exceeding 4d. per day for each common man and inferior officer until an opportunity be presented to employ them in some useful service, whereby the public charge may be eased, which the

said Commissioners are to enquire after, and accordingly to prosecute, and 12d. per diem for commission officers only, such as are sick and wounded are to be disposed to hospitals and other convenient places, where means may be used for recovery of their health and cure of their wounds.

(10) That an exact and orderly account be kept of all allowances made to any, that the abuse of double or further relief (which some by indirect means have obtained) may be prevented, and that the Commissioners do follow such further orders and instruments as shall be from time to time given by the Parliament Council of State, or Commissioners for the Admiralty and Navy.

Signed in the name and by order of the Council of State.

A. HOWARD,
President.

Whitehall,
29 Sept. 1653.

1254. *Sept. 30*
Oct. 10, 1653.—HUTCHINSON AND PETT
TO A.C.

[S.P. Dom. Commonwealth, xl. 150.]

R^t. Hon^{ble}.,—We desire your Honours should know that yesterday afternoon came to anchor within Queenborough five frigates, the Landrell,¹ Worcester, Reserve, President and Foresight, some of which have been off from the ground more than three months, and all of them out of victuals, we humbly desire therefore you would be pleased to signify your pleasure what shall be done with them, that accordingly present care may be taken of them, they being all very useful frigates.

We also humbly desire to know which of these

¹ *Sic.* ? Laurel.

ships mentioned in the margin ¹ now at their mooring are appointed for the winter guard, for that care shall be taken to hasten their dispatch.

There are some 40 or more of Dutch prisoners brought home in some of these ships that are very able, and seem to be willing to work. We desire to know whether your Hon^{rs}. will give leave to their working here where there is now much business to be done, or whether we shall send them to London with the rest.

There is also a prisoner lying in Upnor Castle at 5s. a week charge, committed for firing the Fairfax. If your Honours please to order it, he may now be tried by a Council of War.

We are now upon the [repairs] of the Resolution and shall go on to make a dispatch of them as soon as we can.

We rest

Y^r. Hon^{rs}. very honourable servants,

R. HUTCHINSON.

PETER PETT.

Chatham Hill,
30 Sept. 1653.

Margin.—Resolution, James, George, Triumph, Andrew, Victory, Rainbow, Vanguard, Paragon, Unicorn, Fairfax, Lyon, Entrance, Arms of Holland, Princess Marie, Duchess, Crow, Kentish.

[Prefixed by shorthand notes of the reply to be given.]

1255. ^{Sept. 30}_{Oct. 10}, 1653.—COMMITTEE OF COUNCIL
TO S.G.

[A.o.H. Translated.]

High and Mighty Lords,—We have received your H.M.'s dispatch of the $\frac{26}{6}$ th ^{September}_{October}, from

¹ Names given at the end.

which we see that your H.M. have been pleased to adopt and convert into a resolution part of the proposal made in our letter two days previously, in which your H.M. gives orders for us to prepare victuals and stores for the warships belonging to this port, to enable them to serve throughout the winter. But we do not see therein that any measures are taken with regard to that on which our ability to carry out the said order chiefly depends, namely the funds, without which, as far as we are concerned, nothing at all can be done, and we beg your H.M. to accept this as a formal notification of the fact, and therefore not to be surprised, however matters go, that we are taking no steps in the business, until such time as we shall be provided with the means.

But, in addition to this, it seems to us very doubtful whether it is entirely advisable to retain all the State's warships on active service throughout the coming winter, as seems from your H.M.'s said order to be contemplated ; and whether, by so doing for that time, great sums of money will not be spent uselessly, the ships worn out, the store consumed and the crews wearied, so that, in the spring, when we shall stand in the greatest need of them, they will not be in a fit condition to be made ready for sea as quickly as necessity will probably require, so as to enable them to meet the enemy's fleet in due time ; whereas their ships, either the whole or the greater part of them, will be laid up during that season, and we are already beginning to hear of their doing so ; so that they will come out well prepared and refreshed after their rest ; and in our opinion the same thing would be advantageous also on this side, with a view not only of saving such great and needless expense, but of avoiding the danger, indeed, of losing a number of

our ships, if they pass the whole winter in the North Sea, without, probably, getting one opportunity during all the time of seriously engaging the enemy; although your H.M. may perhaps have special objects, for reasons unknown or incomprehensible to us, for keeping so many excellent ships in active service notwithstanding the alleged difficulties. For we cannot think it necessary or advisable, with a view only of protecting the wine-ships, and bringing them safely out and home, as was done this last year; for, when we have had experience how easily the enemy, without risk to themselves, or damage to their ships, can lie in their own harbours and watch for their return, when they happen to pass along their coasts, although on that occasion we were marvellously lucky, in that the fleet had not been scattered by bad weather, as often happens about that time of year, we can provide a much more certain defence for the said trade, with very little risk and at less cost to the country, by allowing the master of each ship to sail the long way round on his own responsibility, without forming themselves into a fleet and appointing officers, in which case it is not likely that the English would bring their fleet into action to look out for, or to come to meet, single vessels, which was well worth their while last season, with a view of meeting and capturing, or destroying, *en masse*, such a rich fleet that had been so long assembling. But, in this way, we should only have single cruisers to provide against, either State's ships or ships fitted out by individuals, and if these were encountered they might easily be held in check and driven off, or overcome, by some of our quickest sailing frigates to be kept in active service, for which purpose twenty or four and twenty would be amply sufficient, if twelve

of them were sent to cruise off Ushant at the entrance of the Channel, and the remainder along the coast of these Provinces, beginning from the Wielings up to off Texel, and then outwards to the Doggerbank, in four squadrons of three ships each to protect the passage of the merchantmen against the English cruisers, with permission to withdraw if they find the enemy in too great force, and with orders to attack if they see their advantage, by which means news of the enemy's position and strength could also be sent both to the Bay of Biscay and home here ; whilst it is most unlikely for them to meet any ships in the winter season out there ; there is no channel in which specially commissioned ships or other cruisers could remain for any length of time on the watch for the ships sailing round the long way, being too much subject to storms, long nights, foggy weather and other enemies to navigation. In which case the remainder of the ships of war of these Provinces having been laid up in accordance with our views, could be cleaned, provided with all necessaries and sent to sea towards the end of February or beginning of March, either to oppose the designs of the enemy or to attack them. All the new ships and other first-raters expected from the Mediterranean will then come in very well, and will give us the means of launching a fleet so strong, that (under God's blessing) they will not have to give way before any English fleet. The only difficulty in the way is that the crews, who are now in good order and of the numbers required, if paid off, might be lost and by evil means become diverted to other services, of which we are somewhat apprehensive ; but, to prevent this, instead of absolutely paying them off, recruiting could be discontinued and the officers and sailors paid off for a period of three

months, but we could keep in touch with them and retain them in the service under a mutual promise, by paying them one Rix dollar per week, giving them, moreover, permission to work or do anything they chose for their own advantage, until the drum shall sound again to summon them once more on board. And this should be done only in the case of experienced seamen, whose services are of importance to the country, there being no fear that people who engage as soldiers or unskilled hands would run away, or be lost or be inveigled away by foreign nations; these should be paid off at once, and left to support themselves till the spring on the money they receive and what they can earn by their handiwork; and in the coming spring they will present themselves of their own accord.

We have been anxious humbly to submit all these our views and opinions to your H.M. to be so used on behalf of the State in the wise counsels of your H.M., as your H.M. shall consider to be most advantageous to the country, &c., &c.

(Signed) D. E. VAN SCHELLINGA.

Your H.M.'s very humble servants,
the Committee of the
Council for Admiralty, and by
their command.

(Signed) DAV^r. DE WILD.

Amsterdam, the ^{30th September}/_{10th October}, 1653.

1256. Oct. ¹/₁₁, 1653.—HAYWARD TO C.o.S.

[S.P. 18, xli. 2.]

R^t. Hon^{ble}.—Having formerly received an order from Rear-Admiral Lawson¹ to take into

¹ Cf. No. 1219.

custody and convoy such merchant ships as were bound for the port of Hamburg, the which having performed and being at anchor in the river Elbe, I received an express from the honourable General Monck by the Nonsuch ketch that as soon as the masts and powder that was there bought by the Resident were laden, to set sail with them directly for the river Thames and, endeavouring the performance thereof, we did on Thursday the 22nd of September, set sail out of the river Elbe, the wind being then at south-east, and with that wind that night we run 14 leagues west-nor-west to sea hoping to have met with Captain Hill with a squadron of frigates which we heard lay thereabouts to meet us, but we not finding them, and the wind coming about westerly, we stretched away to the norward, being informed by general expresses from Resident Bradshaw, and also by common report, that a party of twelve Hollands men-of-war were sent out of the Texel on purpose to intercept us, but notwithstanding this endeavour to surprise, contrary winds and much foul weather which for 7 or 8 days together we have had, we are by God's assistance safely arrived upon our own coast with those that came out of the Elbe mouth with two excepted, which is an Iceland bark laden with fish which was taken by the Dutch and retaken by Captain Oddy, captain of the Nonsuch ketch, and another small ketch as I suppose bound for London. They lost company with us on Monday night, the 26th of September, and not seen since by any of us: the fleet with us are four men of war, two ships laden with mast, a small ship laden with powder, and four or five and twenty ships and vessels laden with merchant goods, most bound for London.

The wind at present is contrary, but we shall not fail, God willing, to endeavour what possibly

may be to take all opportunity of wind and weather to follow our former order. This at present is all I have to trouble your Hon^r. withat. Only beg leave to subscribe myself,

Y^r. Hon^{rs}'. humble servant,
JOHN HAYWARD.

From aboard the
Gillyflower, 2 leagues
off Scarborough.
1st Oct. 1653.

1257. Oct. $\frac{2}{12}$, 1653.—BOURNE TO A.C.

[S.P. 18, xli. 4.]

Right Hon^{ble}.,—By yours of the 29th September I received an order to the Governor of Landguard to maintain a guard here as occasion requires, as also the copy of an order signed by his Excellency the Lord General for a troop, and it is no more than is requisite to keep up the authority of the service. I would not be too bold, yet am apt to think the state of this place and the present affairs here were not fully known or foreseen, by whom the order was procured for the slighting and demolishing this garrison, but being upon the place, we are sensible of it already by the boldness of several who durst not adventure before the like kinds. I formerly hinted something hereabouts to your Honours, yet I understand they proceed to throw down not only the line but a fort, which was wont to be the mainguard and the only place I had to commit or secure any persons found contemning or disobeying your commands, and the truth is without some such place be continued, and a guard to maintain the honour of your service committed to my trust, I shall humbly desire to be removed rather than be forced to see

such violence and insolence committed, and have not power to suppress the same.

Yesterday we had a taste of what we may look for frequently, wherein I was forced to be more mild than otherwise I should if I had been in another capacity, yet I was forced to make a shift to reduce them with more trouble than I will declare, and what I have suffered already as to this part, besides the care of all other matters, is not fit for me to relate. But I am sure it will be much for the honour and benefit of the service, and for the encouragement of honest instruments when the pride and insolence of men's spirits dare not shew itself. I have presumed to stop the throwing down the fort and mount until I know your Honours' sense hereof, which I humbly crave speedily, as also your resolution to the house and other particulars formerly propounded to you, without which I am in the dark.¹

The Mary prize and the Gift sail this day, the captains having received their orders sent them from General Monck.

Your business goes on but slowly in comparison of what I desire, yet we lose no time, neither are idle, but the work is great about the mastheads and other carpenters' and caulkers' work, the ships being generally much shaken ; we have little help, and the weather uncertain and rainy. I shall endeavour to improve that help we have to fit out some of the frigates. The old hulk we formerly had is sunk, and without the other come speedily I cannot do what I would.² If the stores will afford it, I desire a supply of 6 masts for main-masts to be ordered down, which with what I have

¹ *In margin* : whether the house shall be taken and the mount continued.

² *In margin* : hulk to be speeded.

will put us into a reasonably good condition to recruit another squadron.¹ The Martin frigate came in hither this morning who came lately from Newcastle, but brings little news, but concerning the Bristol frigate, the Portland, Amity and another whom he saw in Aldborough Road, I suppose they have orders to direct their course.

If anything be expected from me in that kind I desire to know your Honours' pleasure that so I may be able to direct in case any other come hither upon that account.

If you will have the Advice or Malago Merchant be sent away, please to signify the same. Just now (since the writing of the former part) I received your letter of yesterday's date and understand your pleasure as to the payment of the frigates under which I am concluded as to my private opinion, and what your Honours command shall be obeyed by me as far as I may, but at present I believe the greatest part of the seamen and many officers are absent, and by that time they are returned and paid, some of the ships will be ready to sail, and then we may expect to have many gone when the ships shall sail, and could they be supplied with clothes at any honest rates aboard, I am humbly of opinion that one work at the last were best (but this with submission).

As for the purchase of the house your Honours may remember I was always slow in promoting it, and although I am clear from any temptation of desiring to make my habitation here, yet possibly I might be thought to do what is too common (viz. to drive on private designs under public pretences) and therefore could I have done less in faithfulness to your service I was resolved never to have moved it, but since it's not thought fit to con-

¹ *In margin* : masts of 26 and 27 yards long.

clude about it, I shall only acquaint your Honours that I have provided as far as I can, and promised to give my answer to-morrow, and in case it be otherwise disposed, and we want it hereafter, I hope I shall be blameless. But had I been to act for myself, I would have made short work.

I confess the present place I am in doth little content me, were it not in pure obedience to commands which I am willing to observe, yet have shuffled through such inconveniences and lived at such expenses that I have no reason to desire a continuance as to myself. I hope you will excuse my plainness. I have not often intimated anything of this nature, and were I not too sensible of some discouragements which I have been accustomed unto, I should have been silent altogether, for I bless God I desire to trust Him as to outward things, and not be found seeking myself, yet not unfaithful to my family. This was far beyond my thoughts at the beginning, but I hope the candour will interpret my clear intention, and please to rest assured I am and shall be

Y^r Hon^{rs}'. very faithful and ready servant,
N. BOURNE.

Harwich,
2 Oct. 1653.

I have taken boldness to write two lines to my Lord General in order to the guarding this town, being doubtful whether a sufficient number can be spared from Landguard Fort. I desire your furtherance herein that some small company of foot may be sent hither, and that the fort which was the place of the mainguard may be kept up so long as the present state of affairs continue at this height.

1258. Oct. $\frac{4}{14}$, 1653.—MYNGS TO A.C.

[S.P. 18, xli. 17.]

Honourable,—In pursuance of your order of the 21st September, on Friday the 1st of October, I, at Dover, received on board the Vice-Chancellor of Poland and his retinue, and the 3rd landed him at Dieppe; the 4th about 2 o/c in the afternoon some ten leagues off of Dieppe espied twenty-three sail of ships, after which made sail, among which were three Hollands men of war, two of which stood out and fought us, but receiving some damage they bare away to leeward of the fleet, so we forthwith stood with the fleet, whom we brought by the lee and brought into the Downs.

One Captain Allinson, a private man of war came in after they struck, to us, and maimed two of them, coming along with us, securing the rest into the Downs.

We have received two very dangerous shots, on [in] our main mast, the other, through our foremast, which must be very well fished, if not un-serviceable.

We lost only our master, none wounded. I have sent to Dover to see if can be fitted, if not, must be forced to come up in the Hope.

Y^r honours' humble servant,

CHRISTOP^R. MYNGS.

From on board the Elizabeth frigate
in Downs, this 4th Oct. 1653.

1259. Oct. $\frac{4}{14}$, 1653.—COMMISSION FOR JUDGE
ADVOCATE BY BLAKE AND MONCK

[S.P. 18, xli. 18.]

(*Locus sigilli.*)

Robert Blake, George Monck, John Desborough
and William Penn, Admirals and Generals ap-

pointed by Parliament to command the fleet, and for this expedition.

To Mr. John Fowler, appointed Judge Advocate of the Fleet.

Whereas among other things for the better regulating and governing the fleet or fleets of this Commonwealth at sea it is referred unto us, or any one of us, to call a Council or Councils of War of captains or other officers as to us or any of us shall seem expedient for the service of the Commonwealth in the government of their fleet or fleets, as aforesaid ; also to appoint a Judge Advocate to attend the said Councils of War, and to do and perform the said duties of that place in as full and ample manner as any Judge Advocate of a Fleet or Army might or ought to do by virtue of his said employment, and forasmuch as the said place is now vacant, and we are well satisfied of your fidelity and ability to manage the said trust, we do by virtue of the power given unto us, constitute and appoint you to be Judge Advocate of the Fleet for this ensuing expedition, and do hereby authorise and require you from time to time to attend all Court Martials that shall be called on board this ship, or any other in the fleet for trial of offenders trespassing against the laws of war and ordinances of the sea established by Parliament ; also to examine all such persons as are now in custody for offences committed against the said laws of war, or any other that shall be found trespassers in the like nature, during your continuance in the said employment ; also to examine all such persons upon oath as shall be produced as witnesses for or against them in order to the due proof of the matter of fact laid to the charge of them, or any of them, or to the clearing of them, and to observe such further instructions and

directions as you shall from time to time receive from us for the service of the Commonwealth.

In consideration whereof you are to have and receive from the State after the rate of 8 shillings per diem, and this shall warrant your so doing.

Given under our hands and seals the 4th Oct^r.
1653.

(Signed) GEORGE MONCK.
WILLIAM PENN.

Copia Vera,
J. FOWLER.

1260. Oct. $\frac{5}{15}$, 1653.—ORDER OF A.C.

[Add. MS. 22546, fol. 141.]

By the Commissioners of the Admiralty and Navy. Forasmuch as it was thought fit in pursuance to a reference from the Council dated the 2nd of February, 1652,¹ that the fleet for this last summer should be divided into three squadrons, and that there should be one occasional Vice-Admiral, and one occasional Rear-Admiral allowed unto each of the said squadrons as the General should think fit and the service require. And whereas the persons mentioned in the annexed list ² have been employed by the Generals of the fleet as occasional flag officers, in this last summer's service accordingly.

It is ordered that the Commissioners of the Navy do cause a bill to be made out unto the said flag officers in reward to them for wearing the flag during the time mentioned in the said list after the rate of seventeen shillings per diem unto a Vice-

¹ *I.e.* Feb. $\frac{2}{12}$, 1652/3. This is not among the documents in this collection.

² Not included.

Admiral, and fourteen shillings per diem to a Rear-Admiral, their wages as captains included.

JOHN DISBROWE.

WILLM. BURTON.

NATH. RICH.

1261. Oct. $\frac{5}{15}$, 1653.—PETT TO A.C.

[S.P. 18, xli. 21, 22.]

R^t. Hon^{ble}.,—I did well hope we should have dispatched the service with quietness and have done it till this morning, but even now comes the Unicorn's company at least 200 of them, and with much peremptoriness in a mutinous way told me that they would not go aboard to do any duty till they had their money. I used all the arguments I could to please them in a fair way, and was assisted by Captain Lane and Captain Bourne, but nothing could prevail, therefore we must either submit to pay them which will not only in my opinion be very dishonourable to the service and beget an extreme ill precedent, and which I am confident will no way be pleasing to you, or else I shall humbly desire that a troop of horse may be forthwith sent down, which certainly will be of singular use: this being done, I doubt not but to give your Honours a good account of getting the Unicorn, Fairfax, Laurel and Kentish to the Hope timely next week. I humbly crave pardon for this troubling of you which I did well hope to have avoided, and rest at your service,

PETER PETT.

Chatham,
5 Oct. 1653.

R^t. Hon^{ble}.,—All the arguments that could possibly be used either by myself or those captains

appointed to attend here will prevail nothing with the Unicorn, Laurel and Kentish's men to invite them to duty till their ships come into the Hope which might soon have been effected, could they have been persuaded. We promised them all their money as soon as they should arrive at the aforementioned place, leave to see their friends and dispatch their business 6 or 8 days, nay that they should have their money paid here, if they would but fit the ships for sailing, but this morning they cried one and all for London, and I think are gone, which I thought my duty to acquaint your Honours with, and humbly desire you should know that the service shall not be neglected, and do hope notwithstanding to get the four ships and frigates away next week; meantime humbly leave to your Honours' wisdoms when and where to pay these men. I desire to have a list of the winter guard, for that there is the Happy Entrance and some other Flemish prizes that are to be launched that we may accordingly hasten them.

The troop is come down this morning so shall make use of them only in pressing necessities, and do hope notwithstanding this late disturbance, to answer your Honours' expectation in fitting out the ships from home, of which we only desire timely notice.

I am

Y^r. Hon^{rs}'s'. very humble servant,

PETER PETT.

Chatham,

5 Oct. 1653.

In margin :

Matthew Macline	} Unicorn's men headed the
Jno. Gregory	
Kendall	
mutiny yesterday that I	
took notice of myself.	

1262. Oct. $\frac{6}{16}$, 1653.—*DE WITH TO S.G.*

[A.o.H.]

Noble and Powerful Lords,—My Lords,—My last letter to your Lordships was written on the $\frac{19}{29}$ th September from the rendezvous, and I trust it reached your Lordships safely. In this letter I gave a plain and faithful account, and had previously sent a statement of the deficiencies of victuals on our ships. After the five return-ships and various Baltic ships had been brought by the fourteen King's¹ ships and fireships to the rendezvous between Skagen and Kleine Helms, we sailed on the $\frac{22}{2}$ nd ^{September}_{October} with a Southerly wind from the said place with all the ships that had come in, except the above-mentioned King's ships, which we left lying at the rendezvous. We made every effort to reach Flekkefiord, in the hope of finding the ships from Bergen there; but owing to rough weather and contrary wind the ship Malacca, which was very leaky, was unable to keep the water down. On the $\frac{25}{5}$ th ^{September}_{October} we put into Maerdon with all our ships. I have lost no time in sending out expresses both overland and by sea, to carry information to the ships in Bergen and in all the harbours in the North Sea, telling the masters lying in those places to repair without loss of time to Flekkefiord, and to await our coming off the mouths of the shallows there, so as to enable us to continue our journey from that place in the same way, as soon as the ships have come from Bergen. On the $\frac{26}{6}$ th, after inspecting the Malacca, it was decided that she should unload her cargo into other ships, as she was unfit to sail home; every effort was made to get the unloading done. On

¹ *I.e.* Danes.

the $\frac{28}{8}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, I received a letter dated from off Bergen the $\frac{9}{19}$ th September, informing me that the three return-ships, and the Straits vessels and West Indiamen were still lying there, intending to join us with the first favourable wind, and that a contrary wind, storms and rough weather had obliged them to remain there, and to wait for a fair wind, which, as soon as they got, they would proceed on their way without loss of time. Since I sailed out, my Lords, I have not had the slightest news or succours from your Lordships. The short supply of provisions we have can be seen from the statement of the $\frac{9}{19}$ th September. I have waited very patiently for a favourable wind and for the ships from Bergen. For the greater part of the time since we left home we have had southerly, south-west and south-east winds, which has protracted our voyage very much. I trust God Almighty will grant us soon a favourable wind and a safe voyage with all our ships and the vessels we were sent out to fetch. With regard to this place, there is neither credit, money nor provisions to be got on shore for such a number of people as we are here. All which I beg to submit for your Lordships' information. I am very anxious to have news as to the position of the enemy on our coasts, &c., &c.

(Signed) WITTE CORN : DE WITH.

Done on board the ship '*t huijs te Swieten*,
lying in Maerdon, this $\frac{6}{16}$ th September
(sic) [*should be* October], 1653.

Whereas the State's fleet under our command, on their sailing out the $\frac{1st}{11th}$ September, 1653, was victualled, in accordance with the instructions of the Boards to which they severally belong, for not longer than two months, and the

provisions on board the said ships are now, therefore, beginning to be very sensibly reduced ; and a general survey of supplies was made a few days ago, and the ships best supplied made over some of their provisions to those who were worst supplied, so that every captain will have to make sure that his victuals will last out till the East Indiamen and other ships are convoyed home by us. They must, therefore, meanwhile be careful so to economise their provisions, as to have something still in store at the end of the time, and not suffer their crew to perish of hunger ; it being understood that those captains who give their crews less victuals than is customary, will have to satisfy them for the same either in victuals or money, and accounts are to be kept of the same. Every captain, moreover, is to be careful to fix these orders up on his quarterdeck, so that the same may be read by the officers, sailors and soldiers, and that they may rely on the same being carried out.

Memorandum how to make the victuals last out for the support of our men in this temporary scarcity : 3 to 4 lbs. of bread per week for every man, 3 [lbs.] of meat or bacon per week ; at ten or eleven o'clock every morning a basin of groats or peas and a basin of stockfish ; at four o'clock in the afternoon, the same. On meat-days a basin of groats, peas or beans, with a basin of meat ; in the evening a basin of groats, peas or beans again. Every one to manage his own butter and cheese, in such a way as he can make his supply suffice.

Done on board the ship *'t huijs te Swieten*,
lying in Maerdon, this $\frac{6}{16}$ th October, 1653.

1263. Oct. $\frac{7}{17}$, 1653.—*BISDOMMER TO BEVERNING AND VAN DER PERRE*

[Thurloe S.P. i. 529.]

My Lords,—The Lords Commissioners of their High and Mighty Lordships, who have been at the Helder for the speedy equipping of the remainder of the damnified ships, are yesterday returned hither, and do advise, that upon Sunday last seventeen men-of-war set sail—directed their course to meet with Vice-Admiral de Witt, who is looked for back every hour with the East India ships, the rest of the fleet. We do hear, that the seventeen men-of-war also sent to meet with twenty-three English ships from Hamburg, laden with ammunition, arrived there after the English were gone from thence. That they missing of them presently set sail to join Vice-Admiral de Witt, if they could meet with him. The States of Holland have given a strict charge for inquiry to be made, who those merchants are, that from time to time send ammunition of war from Amsterdam to Hamburg. It is said here, that as soon as de Witt is come back, the lord of Opdam is to take possession of all the fleet, and therewith to convoy the wine fleet for France. The Lords Commissioners, who are come from the Helder, do inform me just now that they have lately received a letter from Grave William, wherein he writes, that a caper¹ had taken six of the twenty-three English ships, that came from Hamburg. We should be glad to have it confirmed.

The Hague, 17 Oct., M.S.

¹ *I.e.* privateer.

1264. Oct. 17, 1653.—ADVERTISEMENTS FROM LONDON

[Clar. MS. 46, fol. 327.]

London, 7th October, 1653.

We have near 200 men-of-war in the River, betwixt this place and Chatham, and about thirty more at sea, most to the westward. Our Fleet was much prejudiced by the late ill weather ; but the safe arrival of our ships from Hamburg¹ doth make all good again, they were eighteen in all, richly laden, but we were chiefly solicitous for four in one whereof there was 50,000^{lb.} worth of hemp and other naval provisions, in another 4000^{lb.} worth of powder, and in the other two masts and woodwork ; their convoy had left them, because they could not be ready by the appointed time, and we despaired of ever seeing them again ; but they are come safely to Scarborough, having been many days at sea, without sight of an enemy, which we know not whether to admire, as the stupidity of the Dutch or our own good fortune ; but this breaks the heart of the malignant party, and animates our own, with the other little successes which we daily have, among the rest one of our frigates² (having before lost her masts in a sharp fight with three Dutch men-of-war) brought in twenty small Dutch vessels from the French coast into Dover. Nor are we without our losses, a rich Barbado-man being taken the last week to the westward, either by the Dutch, or those pirates at Brest, at whom we are much offended, especially since the new Court of Admiralty they have there erected, and resolve to know from the French whether they will own the matter.

We have lately launched some new ships in this

¹ Cf. No. 1256.

² Cf. No. 1258.

River, and the General, with many of the officers, honoured one of them with their presence ; as I take it, it is called the Swiftsure of about seventy guns. Our Admiral Monke intends to go in her this winter with above sixty more. Blake is in the west, and it is believed will no more to sea, either for the indisposition of his mind, or body ; and though Monke be the General's creature, yet if a more saintlike person equal to that employment could be found out, it is possible it [*sic*] might be laid aside at present ; he is constantly with the Committee of the Admiralty, but talks of going to sea again within twelve or fourteen days, probably it will be three weeks first. Our seamen have been clamorous since their return, but we are paying them off as fast as we are able.

1265. Oct. $\frac{9}{19}$, 1653.—BOURNE TO A.C.

[S.P. 18, xli. 35.]

Right Hon^{ble}.,—In my last I gave your Honours account of my taking this season to observe the state of your affairs upon the Coast and accordingly have been at Woodbridge, South[w]old, and Yarmouth.

At South[w]old I met with very great complaints from the bailiffs for want of money to discharge the quarters of the sick and wounded sent on shore, being about £500 in arrear ; the people, generally, very poor, and unable to forbear it, which causes great discontent, and may discourage them for the future if the like occasion may present, which I think my duty to present your Honours withal. At Yarmouth I understand there is about 200 sick and wounded yet remaining, part whereof is ordered to be sent up to London. I found some provisions there aboard a ship sent from the fleet, the greatest part being defective beer, which I

ordered to be surveyed and disposed accordingly, that so the ship might no longer lie upon dead charge to the State.

I have given orders for the laying the standing rigging and cables for the two new frigates there, which I have also surveyed, and find they are not like to be ready this three months: some hemp I bought now, and more is wanting, which is taken order for, as I am informed.

The frigates at Woodbridge may be ready built, the one about three weeks, the other about ten weeks hence. In several particulars, as opportunity hath offered, I have endeavoured to serve the public.

As for the hulk and hoy with stores, I have no news of either which I thought necessary to signify: to the end your Honours may know we are not in a capacity to do what may be expected. I could gladly see some of the frigates in a better posture than they are, which will soon be, if I be supplied, else not. I shall proceed to repair the *Advice* frigate, and shall not grudge either at the number of ships, or quantity of work that shall lie before me, though never so course [*? coarse*] or troublesome, be it what it will, if I have matter to work upon.

I hope the next week will shorten our business upon some of the frigates, of which your Honours shall have a most particular account by my next.

The greatest part of the seamen are absent, and the work now will lie much upon their hand to dispatch. I wish some course may be taken to draw them down. I know none more like to take effect than the report of money to be sent down to pay them off.

Concerning the Dutch prisoners, I have observed a great number at Yarmouth, being fishermen, amongst which are very many boys, and

aged infirm persons, who are neither able or willing to do any service against this nation, in their men-of-war, if at home, yet lie upon the same charge here as the rest. I thought it my duty to give this intimation, and leave it to your wisdom to consider thereof, as you shall see cause, but doubtless the charge is great, which may be prevented.

I shall not enlarge further to your trouble at present, but shall remain

Y^r. Hon^{rs}'. faithful and humble servant,
N. BOURNE.

Harwich,
9 Oct. 1653.

1266. Oct. $\frac{12}{22}$, 1653.—ORDER OF A.C.

[S.P. 18, lix. 105.]

By the Commissioners of the Admiralty and Navy.

It is ordered that the Commissioners for the Navy do cause the ships and frigate hereunder mentioned forthwith to be refitted for this winter's service, and that such seamen as the captains thereof shall present be entered on board the same.

WILLM. BURTON.
THO. KELSEY.
GEORGE MONCK.

12 Oct. 1653.

Mathias
Tiger
Reserve
Diamond
Foresight
Portsmouth
[torn]
Raven
Pelican

Adventure
Amity
Worcester
Gt. President
Marmaduke
Phoenix

1267. Oct. $\frac{15}{2}$, 1653.—DECISIONS OF COUNCIL

[Archives of Hague.]

Whereas Vice-Admiral de With has communicated to us, the undersigned, the instructions he received for this expedition from My Lords Delegates of the States at the Helder, on the $\frac{19}{29}$ th August, 1653, wherein amongst other things he is first charged to convoy home the East India return-ships and the merchantmen coming from the Sound, together with the ships from Bergen in Norway which were previously ordered to come to Flekkefiord; and whereas the said Vice-Admiral has further informed us as follows:

First, that most of the State's ships under his Honour's command were victualled when they sailed out, the $\frac{1st}{11th}$ September, for not more than two months, in accordance with instructions received by them from the respective Boards; and to make the scanty supplies last out, the Vice-Admiral, with a view of promoting the service of the country, on the $\frac{7}{17}$ th October ordered the ration to be reduced by a third throughout the State's fleet.

Secondly, that the Vice-Admiral has dispatched expresses eight several times, both by land and sea, to Bergen, and has received only one answer on the $\frac{8}{18}$ th October, written on the $\frac{28}{8}$ th $\frac{Sept.}{Oct.}$ and $\frac{1st}{11th}$ Oct., by Commodore Jacob de Baer of the East India return-ships, in which he states that the said ships are lying there, and purpose to sail out and join us with the first favourable wind. The Vice-Admiral sent an answer to the said letter by express forthwith, earnestly desiring the said ships to come into Flekkefiord as quickly as possible. We learn this morning that the said ships have been still lying there over six days, so that we can hardly expect the said fleet except

with long delay ; whilst, in addition to this we have now about 400 merchantmen with us, four East-Indiamen, four flutes laden with spices taken out of the leaky ship Malacca, and the State's fleet consisting of seventy-four ships, which forms a mighty fleet, and ought, under present circumstances, to be convoyed with every possible protection, considering also the long nights, short days, storms and unfavourable weather that one must expect here every day, all which is a great anxiety to us. And having taken all the above into consideration we have decided—with a view of protecting and preserving the above-mentioned great and costly fleet—to sail in a body to off the Vlie or Texel, it being, of course, understood that we send notice hereof to their H.M. with all possible speed. And we, the undersigned, have thus decided and determined, believing it to be for the good of our beloved Fatherland and of the Chartered East India Company, trusting that Government will be pleased to approve of the same.

Done on board the ship *'t huijs*
te Swieten, this $\frac{1}{2}\frac{5}{5}$ th October, 1653. .

(Signed)

WITTE CORN: DE WITH. MIGHEL ADR.

GERRARD DEMMER.

D' RUIJTER.

JACOB JUNIUS.

PIETER FLORISZ:

ADRIAEN NICOLAESZ:

FRANS CRYNSZ:

KEMPEN.

MANGELAER.

PIETER VAN BRAKEL.

PIETER MARCUSZ.

JACOB ADRIAENSZ:

WILLEM VAN DER SOEN

PENSZ.

A. VAN DER HULST.

Capⁿ. JAN G.

T. VAN DER WERFF.

VERBURGH.

E. MEESSEN.

JACOB CLEIJDIJCH.

JACOB CORN: SWART.

JAN WAGENAAR.

Compared, &c.

1268. Oct. $\frac{16}{28}$, 1653.—*DE WITH TO S.G.*

[Archives of the Hague.]

Noble and Powerful Lords,—My Lords,—My last letter was written on the $\frac{6}{16}$ th instant in Maerdon, informing your Lordships of our state and plans, and I hope the same will have come safely to hand. I have further to report to your Lordships that on the $\frac{7}{17}$ th instant we held a general survey of the provisions on board all the State's ships; owing to scarcity the ration has been diminished by a good third, as may be seen from the enclosed paper. On the $\frac{11th}{21st}$ instant we left Maerdon with all the State's ships, the return-ships and the merchantmen in our company. On the $\frac{12th}{22nd}$ we were joined by about 170 merchant-ships from Flekkefiord, so that at that time we had about 370 to 380 merchant-ships with us altogether. On the $\frac{14}{4}$ th, off Cape Naze, we fell in with Captain van der Soen and his squadron, consisting then of fifteen vessels. On the $\frac{15}{5}$ th we were joined by Captain Egbert Meesen with his squadron of fifteen ships. From neither of these Commodores last dispatched by your Lordships have we been able to glean the slightest news of the enemy, which causes us the greatest surprise, for the enemy's fleet to be kept so secret. We have been informed, moreover, by the said Commodores and the captains with them, that they were not victualled for longer than till the middle of November. We are very much astonished to think that such a body of ships should be sent out with such small supplies of provisions at this season of the year, when storms and unfavourable weather may be looked for every day. I gave orders for a second and more searching survey, and the general result may be seen from the accompanying

statement ; this scantiness of provisions has much perplexed us. Further, my Lords, we have been speculating about the return-ships and others lying at Bergen in Norway, which, as far as we can judge, ought to have been at the rendezvous at Flekkefiord some considerable time ago, so that we are very much afraid that the said ships will only be able to get very slowly from that place at this season of the year. We have also taken into earnest consideration the fleet that we have with us at present, consisting of seventy-four ships of war, four return-ships, four flute-ships laden with spices out of the leaky ship Malacca, which was left behind in Maerdon owing to her unfit condition, and about 380 merchantmen, and together with these, the long nights, short days, the storms and unfavourable weather that we must look for every day, and the scarcity of our provisions ; and the Council of War, having carefully considered all these unfavourable circumstances, has passed the resolution contained in the accompanying document, trusting therein to meet with your Lordships' approval. I have just received a dispatch from their H.M. of the $\frac{26}{6}$ th ^{September}_{October}, and another of the $\frac{27}{7}$ th of ^{September}_{October}. With regard to the resolution of the $\frac{26}{6}$ th, I beg respectfully to submit, whether, when the fleet arrives off the shallows of the Texel and the Vlie, it will not be best for the State's ships to sail in as well as the others, because at the present season storms and unfavourable weather must be expected, and great accidents might be liable to occur if they lie off the shallows, the more especially as most of them will have exhausted their supplies of provisions, and I may say that at this time of the year they cannot be victualled outside ; and if your Lordships have been pleased to determine that the

said ships shall revictual as quickly as possible, it is fit from every point of view that they should sail in, it being understood, of course, that the crews remain on board, and that the provisions are made ready for the fleet as quickly as possible, together with a large supply of water, to be sent to us on our arrival; and our men will also need to fit themselves out again, and to be provided with more clothes, for, according to their report, they thought they should be only two months out. In reply to the dispatch of the ^{27th}₇ Sept.
Oct. I must say that we are in the highest degree astonished at receiving no news of the enemy; it would be of the greatest possible service to the country at this juncture, and we should very thankfully take advantage of it. I have further to inform your Lordships, that after we had made the enclosed decision, a small vessel was dispatched to Flekkefiord to keep a look-out for the ships that might come in there to the rendezvous from Bergen in Norway, with orders to the said ships so arriving to wait there for us or for further orders from your Lordships. I also think it my duty to state that none of the ships under our command have careened or been cleaned for a considerable time, as your Lordships are aware, and we have not therefore a single quick-sailing ship or yacht in the whole fleet. But attention should be paid to this point; and clean ships give one a great advantage in an engagement with the enemy; with their clean ships they always get the wind of us, and are much too swift in their manœuvres for us. It is, therefore, a matter of necessity that a portion of our ships should be careened or cleaned from time to time, if we are to get proper service from them. With regard to the two ships 't huijs te Swieten and 't huijs te Cruijningen, their port-

holes cannot be used on account of the inflow of water at their sills when under sail, so that it will be necessary to fit both of them as soon as possible with new bulges,¹ each 16 inches thick, weighted with iron; they will then draw a good foot less water, and their guns will be able to be used conveniently. If this is not done, the guns on the broadside in each ship are quite useless at sea, and I beg your Lordships to accept my opinion absolutely in this matter, &c., &c.

(Signed) WITTE CORN : DE WITH.

Done on board the ship *'t huijs te Swieten*, this $\frac{1}{2}\frac{0}{8}$ th October, 1653.

1269. Oct. $\frac{1}{2}\frac{7}{7}$, 1653.—RUIJTER TO S.G.

[Archives of Hague.]

Noble and Powerful Lords,—My Lords—My last was dated the $\frac{1}{2}\frac{5}{5}$ th of September; since that time we have been lying under the Holmen, S.E. of Schagen, awaiting the coming of the East India-men and some other traders to the East; they came in to us on the $\frac{2}{3}\frac{0}{0}$ th of that month, with fourteen Danish ships under the command of Admiral Willekens, who had acted on behalf of this country. They anchored together to the east of Schagen, the wind being W.S.W., and very cold, so that we were unable to speak one another at that time and until the morning of the $\frac{2}{1}$ st ^{Sept.}_{Oct.}, when Vice-Admiral de Witte and I, with Rear-Admiral Peter Florisz, went on board him, and received a kindly welcome. We lay there for the rest of that day, it being very cold, and

¹ Buijak = belly, *i.e.* a bulge. Evidently the measure suggested is that of 'girdling' or 'furring.' Cf. Mainwaring, *Seaman's Dictionary*, or *Boteler's Dialogues*, N.R.S. lxx. p. 92.

the wind S.W. ; towards evening the wind shifted more towards the south ; early on the morning of the $\frac{2}{2}$ nd we got under sail, the wind being S.S.E. and blowing very cold, and did our best to make Flekkefiord in Norway, where our rendezvous was, in order to meet the rest of the ships from Bergen and other places, but were prevented on the $\frac{2}{3}$ rd by severe weather, the wind being W.S.W., so that we were driven too low, towards evening the ship Malacko began to hoist distress signals and was very leaky, so that she was obliged to seek some roadstead, and we ordered three ships of war to accompany her, which on the $\frac{2}{4}$ th came with her to Maerdon and we stood on and off till the $\frac{2}{5}$ th, when we were compelled by stormy weather to run in there with the whole of the fleet ; on the $\frac{2}{6}$ th it was decided to unload the ship Malacko into the empty merchantmen ; and we lay there, detained by contrary winds till the $\frac{11}{21}$ th October, when we sailed out with an East wind, with 160 ships. On the $\frac{12}{22}$ th we arrived off Flekkefiord, whereupon 200 ships came out from there and from other arms of the sea, and we remained floating on and off, patiently waiting for the ships from Bergen till the $\frac{1}{4}$ th inst. On that day we were joined by Commander Willem van der Soen with sixteen ships of war ; on the $\frac{1}{2}$ th Commander Heckberdt Meeusen ¹ came in, in the ship Brederode, also with sixteen ships of war, so that we now muster seventy-six ships of war and a good 400 merchantmen, and are all driving very much to the west, the weather being still and hazy. We have therefore taken the opinion of the Council of War, and decided to steer our course towards the Fatherland, as we have little or no provisions left to last us longer than 26 or 28 days

¹ *I.e.* Egbert Meesen. *Cf.* No. 1268.

at the outside, and are having only two meals a day throughout the fleet, and the greater number are drinking water. And as long, dark nights and severe storms by day must be expected so far North, we have determined it will be best to convoy the ships homewards, for it is impossible to procure provisions for such a fleet in Norway; and if we were obliged to put into port there, great difficulties would be certain to arise in the fleet; and the ships that came out last are just as badly off as we are; in a word, we cannot assist one another, so that we are obliged to make for home; thus done in latitude $56^{\circ} 40'$, 18 nautical miles from the coast of Norway.

To write to the Directors, that Master Jan Noose of Flushing, (*sic*) on the $\frac{1}{2}\frac{5}{3}$ th of October, coming from Hargyn; and also to Heer Lamsen, &c., &c.

Your Noblenesses' Humble Servant,
(Signed) MICHEL ADR. RUIJTER.

Done on board the ship
t'huijs te Cruiningen,
the $\frac{1}{2}\frac{7}{7}$ th of October, 1653.
To the North of the Sand.

1270. Oct. $\frac{1}{2}\frac{9}{9}$, 1653.—*DE WITH TO S.G.*

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—My last letter was dispatched to your Lordships by express galliot, Master Jan Corn: Turck, on the $\frac{1}{2}\frac{6}{6}$ th instant, and I trust the same will reach your Lordships in due course. In the said letter to your Lordships I enclosed the resolution we had passed, and a statement of the insufficient supplies of provisions on the State's fleet, and also submitted that the ships have not been in port or

cleaned for a considerable length of time, and that they are very foul and slow-sailing, and some of them very leaky, and it is very necessary to take measures in this matter. We truly have not a single quick-sailing ship or yacht in the fleet, and this arises from their foulness. With regard to the ships lying in Bergen in Norway, for which we have been waiting over six days, I have a foreboding that they will be able to make their way only very slowly from that place this winter ; the more especially as the commodore of the return-ships, in a letter to me of the $\frac{28}{8}$ th ^{September}_{October}, wrote that the pilots he had engaged at Bergen made great difficulties of being able to sail from that place to Flekkefiord this winter, if the contrary wind held till the end of this month. Nevertheless, as I wrote in my former letter, I have taken the precaution of sending an express to Flekkefiord to await their coming ; and if your Lordships should be pleased to decide to send us as quickly as possible to Flekkefiord, to wait for the said ships there, we shall require provisions and water for the State's fleet without delay, and also orders for our fleet to sail home as quickly as possible, for it is impracticable at this season to victual the ships at sea ; and therefore it is in the highest degree advisable that the said ships should sail in without delay, with a view of avoiding accidents by storm and rough weather. I beg that orders may be sent to me from your Lordships as quickly as possible, both off the Texel and the Vlie. I have further respectfully to submit, if the above plan is decided upon, whether it would not be best for a letter to be written forthwith to Resident Elseveijr, directing that all the Baltic ships, escorting ships and others, should repair to the rendezvous in Flekkefiord, and wait for convoy

there. And with a view of keeping the crews on board the ships I think it would be necessary for their wives and friends to have an intimation from the several Boards, so as to be able to prepare clothing for them on the coming voyage. I beg further to submit to your Lordships' consideration that the Vlie is two-thirds better than the Texel as a port for the ships this voyage, for the reason that one anchor and one cable will hold better there than three in the Texel, and we can sail out better from there with a poor wind. And now, if we had flute-ships with provisions with us, as I have repeatedly begged and proposed, it would not be necessary for us to put in now, but we could continue our voyage forthwith to Flekkefiord, which is now prevented by scarcity of victuals. It therefore remains my opinion that it is in the highest degree necessary for ships with stores and provisions to sail with us, and the victualling ought to be done in shore ; it being understood, at the same time, that the principal officers and captains should have a suitable monthly allowance, so that they could live honestly, without being obliged to take their pickings out of the rations weighed out to the sailors and soldiers, which I have thought it my duty to write to your Lordships. I also think it right to report to your Lordships that the worthy preacher D. Robertij Junius (requested by their H.M. and your Lordships and besought to come on board the State's fleet for one voyage, to admonish every one on board, officers, soldiers and sailors, and to persuade them by his preaching to repent and to live good Christian lives, and to encourage them to bear themselves valiantly against the foe) has not only so influenced them by his preaching that they are better and more devout men, but has made them haters of sin, and continues to kindle their

courage against the enemy, especially in all his sermons and in daily prayers, exhorting them to unity, peace and quiet among themselves, and to obedience to their respective superiors, so that I wish very much indeed he could have stayed for a longer time with our fleet. He has preached a number of times on different ships, both in my squadron and in others, both when we were in, and after we had left, the Dunes, to the number of seventy times in all, as appears from the extract from his Honour's diary. I wish, as he knows so well how to adapt his exhortations to the capacity of seafaring men, that when the fleet is in the shallows, he might have leave of absence and minister to the fleet in general. I think it would be an excellent thing for the fleets, and consequently for our Fatherland, if he could train the style of the preachers who have never been to sea, and shew them how to proceed on board ship. I think that if his Honour were asked by your Lordships he would not refuse to do this service to our country and to God's church. And I beg, moreover, that people may be found for these posts, of some years and experience, to go to sea with us as preachers ; for I fear that young men, with little experience, would perhaps be causes of offence instead of edification, which would be both unbecoming and dangerous on board fleets like ours, &c., &c.

(Signed) WITTE CORN : DE WITH.

Done on board the ship *'t huijs*
te Swieten a little to the south of
the East Sands of the Doggerbank,
this $\frac{19}{10}$ th October, 1653.

1271. Oct. $\frac{21}{1}$, 1653.—BOURNE TO A.C.

[S.P. 18, xli. 61.]

Right Hon^{ble}.,—I received yours dated the 19th instant, and shall attend what is therein signified. But the postmaster at Ipswich hath several times before this abused you in keeping letters twice the time allotted, and this came to my hand but this afternoon, which I thought myself obliged to give an account of for sometimes your affairs may suffer much prejudice by him.

This coming very late, I received another signed by General Monck, with an order for Capt. Thomson, &c.

In my last from Yarmouth about 4 days since, I received advice that there were three or four small men of war, with many busses seen about 8 or 10 leagues N.E. from Yarmouth, upon receiving whereof I thought good to order Captain Thomson and the Cat to look abroad, and discover what they could of them, having respect to their own safety.

In my last I gave your Honour an intimation of some impatient expressions in the seamen tending to something worse, for the want of their money, and this morning something more appeared, for as I was going out of my quarters early I met with a great number in the streets, whom I passed by saying little, but observing what they would do or say, and presently they began to call for money and clothes. I demanding of them to what ships they belonged, they answered the Assurance and Mermaid.

I gave them fair persuasive language with promises of making speedy provision for them in case they would orderly go aboard and follow their business, which they seemed to accept and went away.

But suddenly after I understood that many more belonging to other ships were come ashore, with whom these mingled, and went up into the fields. This I judge my duty to acquaint your Honours withal, that you may please to give what other orders you see cause, and resolve what to do as to the payment of them, or otherwise, for I find this generally rooted in them, being, I doubt, too much encouraged by some others (although I cannot yet learn out the principal) yet doubtless the officers of those two where the first breaking out of it was, cannot well quit themselves from blame. I can do no more than I have endeavoured.

That troop which was ordered hither by the Lord General's command is drawn off again, and whether they returned or no is unknown to me, but it's but need, for I am informed yesterday many of them were rambling abroad in the country, and have put down all the gates and stiles near hand, and they were very unruly, as I am advised by those who come and make their complaint to one that cannot remedy them. As for the garrison, your Honours know it is upon the matter slighted by command, and we have only about 30 soldiers that can be spared from the Fort at Landguard.

I humbly offer the consideration of the matter to your Honours whether you shall see good, the men shall be speedily paid off quite, or not paid till they be in the Rolling ¹ Grounds, or whether you will pay one moiety now, and the rest when they are out.

I know the latter will much distemper them, yet I cannot but think many of them will be gone when they should sail. I am not worthy to advise, neither am I satisfied which is best, but I am bold to say that if your Honours had seen cause to pay

¹ Rawling.

them off at their first coming in there would have been much money saved, and the frigates manned seasonably and with more satisfaction ; excuse me herein.

As for the Advice, Constant Warwick, and Centurion (the two former especially will take up this 20 days or more to perform those works which are absolutely necessary to be done upon them, and so consequently it will be near a month before they can be ready to sail), what your Honours will please to resolve concerning these when you pay the five that are near ready, whether to pay them off quite, or leave 4 or 6 months' pay in hand till they be in the Rolling Grounds, or what else. I humbly submit to your determination, but to pay them quite off will be much more acceptable. Excuse me that I am so full of words about this particular.

I shall gladly follow your orders wherein I am able to make them practicable. Your Honours know the state of the business that I need add no more, but crave leave to be esteemed

Y^r. Honours' faithful servant,

N. BOURNE.

Ipswich,
21 Oct. 1653.

I was bold to crave your Honours' pleasure in two or three particulars in my last, but the weighty affairs admit not the consideration thereof.

1272. $\frac{\text{Oct. } 26}{\text{Nov. } 5}$, 1653.—*DE WITH TO S.G.*

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—My last letter to your Lordships was dated the $\frac{25}{4}$ th $\frac{\text{Oct.}}{\text{Nov.}}$ 1 from off the Vlie. On the morning of the $\frac{26}{5}$ th $\frac{\text{Oct.}}{\text{Nov.}}$,

¹ Not included in this collection.

the wind being W.N.W., the three return-ships sailed into the Vlie, so that the great and rich treasure we were sent out to fetch is now (God be praised) brought safely into port, excepting the Bergen ships, of whom no report can be made. As soon as the ships had sailed in, we made every effort to get off Texel. There is no doubt, my Lords, that great hunger is being endured on several of the ships in our fleet, and we are in sight of land without having any orders to put in, which creates great discontent among the sailors and soldiers of which I beg you kindly to be assured. I have just received a letter and resolution from their H.M., dated the $\frac{22^{\text{nd}}}{1^{\text{st}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, but cannot gather therefrom that the State's fleet is to put into port. I shall continue patiently to await orders to remove the discontent of the sailors and soldiers, which seems to be more than usually rife after this voyage ; and I beg faithfully to report the above to your Lordships, and do not hesitate to say that the sailors themselves are adopting measures such as we have many a time, to our regret, seen at home. I yesterday informed your Lordships, amongst other matters, that my wife is lying sick to death, that I have moreover a family of ten children living, and for eighteen months I have not slept soundly at home for more than four nights, and during the last seven months I have been on board eight different ships, going straight from one to another, to promote the service of the country ; and I therefore once more humbly make my request, on account of the sad news of my wife's illness, that permission may be sent me without delay to go home at once, &c., &c.

(Signed) WITTE CORN : DE WITT.

Done on board the ship 't huijs
te Swieten this $\frac{2^{\text{d}}}{5^{\text{th}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, 1653.

1272A. ^{Oct. 26}_{Nov. 6,} 1653.—MAYOR OF COLCHESTER
TO LIEUT. OF TOWER (COLONEL JOHN
BARKSTEAD)

[S.P. 18, xli. 861.]

Right Hon^{ble}.,—Yours of the 22nd I received, being very much obliged for the same. I shall observe the order, God willing. I am ashamed that I trouble your Honours so much, and that I have another request. The case is this: many seamen that travel from port towns beyond us up to London wanting means come to me, and many prisoners out of Holland of our men are of late set on shore in our coasts, who have not anything to help themselves, sometimes 20 or 30 in a day, and truly it pities me that our men should fare worse than Dutch prisoners, which I am confident they do many times, many of them being newly recovered of sickness fall sick again upon land. My request is that I may have an order from Y^r. Honours (and some others, if you think meet) that I may let such poor creatures have needful relief. I have relieved many, giving them sometimes 6d. and sometimes 12d. a man. I am out near £5 in 14 days' time, and truly I can't do otherwise seeing their necessity. I have hinted it to Commissary — in a letter wherein I returned him thanks for dispatching the order. If your health permit, I desire you to speak with Justice Highland who will acquaint your Honour how the business for our poor town goes, in which I shall not mind you, knowing you are always extreme ready to engage yourself and friends for us. I would gladly have a word from your Honour to the bearer whether my other letter came to your hands last week, in which was a list of such men as

are thought by us just and fit to proportion the taxes of our town.

I have sent a list this week to Justice Highland, but I am too tedious, for which I crave pardon. Desiring your Honour's health,

I remain,

Your Honour's at command,

THO. PEEKE.

Colchester,

26 Oct. 1653.

Endorsed : Mr. Tho. Peeke from Colchester to Colonel Barkstead, Lieutenant of the Tower.

1273. *Oct. 28*
Nov. 7, 1653.—*ADDITIONAL ARTICLE OF*
WAR

[B.M. Add. MS. 9300, fol. 285.]

An additional Article to the Laws of War and Ordinances of the Sea.

That all mariners and others employed, or which have been employed in the service of this Commonwealth in their fleets, or otherwise at sea, shall after the time of their respective discharges, demean themselves with all duty and respect to the public peace : And if any person who hath been, is, or shall be so employed, hath committed or abetted or shall commit or abet any mutinous or seditious act, whereby the peace of this Commonwealth may be, or hath been endangered ; every such person shall be proceeded against, and suffer pains of death, or otherwise, in the same sort and manner, as by the laws of war and ordinances of the sea already established, he might have been proceeded against for any act of that nature, in case of being in actual service.

Provided, That every person comprised within

this Article, be proceeded against within three months after the offence committed, and not otherwise.

Friday the twenty-eighth of October, 1653. Ordered by the Parliament, that this additional Article to the Laws of War and Ordinances of the Sea, be forthwith printed and published.

HEN: SCOBELL,

Clerk of the Parliament.

London, Printed by John Field, Printer to the Parliament of England. 1653.

1274. *Oct. 28*
Nov. 7, 1653.—*A LETTER OF INTELLIGENCE*
FROM THE HAGUE

[Thurloe S.P. i. 557.]

Upon Saturday the 1st of November news came to the Hague by a galliot sent to Scheveling that de Witt with the East India ships, which were in the Sound, and near 400 other merchants ships, were left the day before within 15 leagues of the Texel. Those of Norway, three East India ships and above 100 merchantmen were not then with them, but are since arrived. The next day after church and Monday were spent in consultation what to do with the fleet, and upon Monday night the general sense of the States was that the Lord Admiral Opdam, Witte Wittesen, John Evertson de Ruijter, and the whole fleet (as well those come from the Sound, as the others, which were ready here, in all 112 men of war) should immediately set sail for Margate Road, with design to take prizes (of which it was supposed this season, with such a surprise, would afford many rich ones), to block up the river, and to sink vessels at the two entrances into the Thames, that of the channel, and the other over the flats. Some objected that such

an attempt would disturb the treaty, but more believed that it was the best way to advance it, and that those in England who really wished peace would be glad of it; and that such a strength from hence (to which it was propounded to send in a short time thirty-five ships more, as fast as they could be made ready) would countenance all their agreements for peace. Thus it was left upon Monday night, but the next day M. Opdam informed the States that the fleet was not victualled for such a design, most of the ships not having 20 days' victuals left, some not 8 days; and that they could not rely upon seasonable weather at this time of the year to give them liberty to victual at sea, as was proposed by some, the several admirals here being at present well stored with biscuit and flesh. Whereupon (with the foulness of many of the ships) he informed that there was a necessity the fleet should go into harbour to victual and clean.

These arguments (which were seconded by some of the sea-officers) prevailed with the States to lay the question aside, until the fleet should be visited: to which purpose M. Opdam was sent to the Texel on Wednesday, news being brought upon Tuesday night that all the men of war were, without orders, gone into the Texel: and upon his report on return the question is to be resumed. Amsterdam was most for the going to the Thames, but if that be not thought fit, they moved that a positive order be sent that no merchant ships should go to sea until March, and that the like advice be sent unto all foreign parts to continue there until that time: 'tis believed the one or the other will be speedily ordered, but I think it cockpit-lay¹ it

¹ This obscure phrase appears to mean something like a 'a hundred to one chance': 'lay' being a wager or bet. It was unknown to the *Oxford English Dictionary*.

will be the last : and do believe that the other was never intended really, but only pretended to countenance the present addresses to England.

7 Nov., N.S.

1275. $\frac{\text{Oct. } 31}{\text{Nov. } 11}$, 1653.—ORDERS OF A.C.

[S.P. 18, xli. 86.]

31 Oct. 1653.

By the Commissioners from the Admiralty and Navy.

Whereas the said Commissioners are informed that some seamen belonging to this Commonwealth that have been taken prisoners by the Dutch are of late set on shore at and near Colchester, and that Mr. Thomas Peeke, mayor there, hath disbursed some monies for their relief and enabling them to travel to London. It is ordered that the said moneys so disbursed, and what further the said Mr. Pecke shall see cause to lay out upon the like occasion, not exceeding in the whole £20, be reimbursed unto him by Bill from the Commissioners of the Navy, upon an exact account thereof presented unto them by the said Mr. Pecke.

And this shall warrant their so doing.

GEORGE MONCK.

WILLM. BURTON.

THO. KELSEY.

Bill passed dated

9 Oct. 1654,

upon this order for £14 10s. od.

1276. $\frac{\text{Aug. } 31}{\text{Sept. } 10}$ to Nov. $\frac{1}{11}$, 1653.—JOURNAL OF DE RUIJTER THE YOUNGER

[Archives of Hague.]

$\frac{31^{\text{st}} \text{ August}}{10^{\text{th}} \text{ September}}$, Wednesday.—Item on the $\frac{31^{\text{st}} \text{ August}}{10^{\text{th}} \text{ September}}$
I came on board the ship 't huijs de Kruijn-
ijngen of Amsterdam in the service of their H.M.

God Almighty grant us his blessing, and permit us to do good service for our Fatherland. Amen. Continued lying with a S.S.W. wind till the $\frac{1st}{11th}$ September.

$\frac{1st}{11th}$ *September, Thursday.*—Item early in the morning of the $\frac{1st}{11th}$ we got under sail with a S.S.W. wind, blowing a steady breeze, and sailed out of the Spaniard's Shallow with forty-two ships of war and a party of merchantmen. At noon we saw the whole fleet coming out of the Vlie, and we joined them in the evening. I should think there must be a good 300 ships bound for all parts. In the evening we had the spires of Brandaris¹ 3 miles E.S.E. of us. Wind, S.S.W., course N., made tolerable progress during the night until the morning of the $\frac{2nd}{12th}$ September.

$\frac{2nd}{12th}$ *September, Friday.*—Item early in the morning of the $\frac{2nd}{12th}$ we had showery and rainy weather; wind S. by E., course N.N.E., a tolerable breeze. At noon I calculated the Vlie was N. and N. by E. of us, 17 to 18 miles. Continued sailing N.N.E., made tolerable progress. In the afternoon about fifty ships parted from us and sailed off alone, both Brazil and West India traders, and ships bound for France and Spain. We got a wind due S.W., and in the evening calculated we were 23 to 24 miles N. by E. of the Vlie; continued sailing N.N.E. through the night, a light breeze, till the $\frac{3rd}{13th}$.

$\frac{3rd}{13th}$ *September, Saturday.*—Item in the morning of the $\frac{3rd}{13th}$ we were over against where the sand rises, on the east edge, in 24 fathoms; we saw the westward bound ships still to the west of us; fair weather, wind southerly. At noon we were on the north edge of the Sand; continued our course N. by E. until evening, a gentle breeze,

¹ S.E. of Terschelling.

about 5 miles N. by E. Wind S.W. with a tolerable breeze all through the night till the $\frac{4}{14}$ th instant.

$\frac{4}{14}$ th September, Sunday.—Item on the $\frac{4}{14}$ th fine weather in the morning, a gentle breeze from the S.W.; during the night had sailed 10 miles¹ N. by E. Were close on the Jutish reef in 28 fathoms, and continued sailing till noon, when we cast a line in 24 fathoms on the reef, a coarse bottom. We calculated the Naze in Norway to be 11 miles¹ N. of us. Continued our course N.E. by E. all through the night till early in the morning of the $\frac{5}{15}$ th instant.

$\frac{5}{15}$ th September, Monday.—Item early in the morning of the $\frac{5}{15}$ th the wind shot round through the South, to S.E. by E., we sailed due N.E. by E., until about noon, when we turned again S.S.W., with a stiff breeze and with our main-topsail. I calculated that from the evening of the $\frac{4}{14}$ th till noon on the $\frac{5}{15}$ th we had sailed 12 miles N.E. by E. I conjectured Vlecker to be N.N.W. of us across the sea. About 4 or 5 o'clock we saw the Holms 6 miles S.E. of us (?) in 22 fathoms, with a stiff breeze, wind E.S.E.; towards sunset we turned again, had our main-topsail still up; the weather became better during the night and we set our fore-topsail until the $\frac{6}{16}$ th instant.

$\frac{6}{16}$ th September, Tuesday.—Item about 7 o'clock on the $\frac{6}{16}$ th instant we turned again S.S.E., the wind in the E., blowing a gentle breeze, with misty airs and drizzling rain. About 3 o'clock the wind shifted to the S.S.E., then we turned again Eastwards, with a light breeze. At sundown we found 26 fathoms on the north edge of the reef, about 7 miles off land. About ten o'clock at night, the wind shifted to the S.W. with thick rain, and we

¹ German miles.

sailed E.S.E. under shortened sail ; at 2 o'clock at night we made sail again, the wind southerly, and remained so till the $\frac{7}{17}$ th instant.

$\frac{7}{17}$ th September, Wednesday.—Item early in the morning of the $\frac{7}{17}$ th we saw four ships coming towards us, on the weather-side of us ; five of our yachts made up to them. We were abeam of Skagen, wind S.E. by S. We lay over to the S.W. with a stiff breeze to get under the land, which we reached about midday in 18 fathoms of water, about half a mile from shore. A fishing boat came alongside, they said that on the $\frac{4}{14}$ th instant six English ships had been in that part ; we then anchored in 19 fathoms, wind S. by E. Directly afterwards there came two ships from Sweden, bound for Dunkirk with pitch, tar, hemp and staves, so they said, and we let them pass, and lay there through the night with showery weather, until the $\frac{8}{18}$ th instant.

$\frac{8}{18}$ th September, Thursday.—Item early on the $\frac{8}{18}$ th the wind was S.S.W. and S.W. by S., we got under sail to run to our rendezvous S.E. of the Hook of Skagen (the Skaw) ; the weather misty, with rain ; tacked about the whole day, but with little profit. The tide fell very strong to the north, and we came to an anchor at nightfall in 30 fathoms of water. We had the Northern Lights through the night, with a great deal of rain at times, wind southerly till the $\frac{9}{19}$ th instant.

$\frac{9}{19}$ th September, Friday.—Item early in the morning of the $\frac{9}{19}$ th we got under sail to tack towards the Chief.¹ Wind S.S.E., with a great deal of rain, and we tacked for about six glasses ; then the wind shifted to the S. by W. in heavy rain ; and the tide fell very strong towards the north, so that we were obliged to anchor again

¹ t'Oppen. Probably not a place-name.

about 10 o'clock, and lay to until after midday. Then the wind blew from S.W. by W. and W.S.W. Then we got under sail and sailed south, off and on, but could do little good, because the tide set so strongly towards the north. In the evening after sundown we anchored. We had advanced about $1\frac{1}{2}$ miles to the south, and lay to during the night with a stiff breeze, till the

$\frac{1}{2}0^{\text{th}}$ *September, Saturday*.—Item in the morning of the $\frac{1}{2}0^{\text{th}}$ the wind began to rise more and more ; towards noon we struck our yards and lowered our topmasts, and let the anchor down, and then swung round until the anchors caught. It blew a stiff gale from the S.S.E. About 9 o'clock in the evening the weather began to abate somewhat, and we continued lying there ; during the night the wind shifted to S.W. by S. until the morning of the $\frac{11^{\text{th}}}{21^{\text{st}}}$ instant.

$\frac{11^{\text{th}}}{21^{\text{st}}}$ *September, Sunday*.—Item early in the morning of the $\frac{11^{\text{th}}}{21^{\text{st}}}$, we began to raise our topmasts and to cross yards ; then we hove our anchors and got under sail to tack towards the Chief. In the afternoon it began to be boisterous again ; at three o'clock it began to rain hard, and to blow from the S.S.E. Captain Claes Aldersen had the top of his mainmast carried away down as far as the shrouds ; we also had a sharp tussle. We all anchored together in 8 fathoms, in quiet and rainy weather, and lay there during the night with tolerable weather ; wind S.E.

$\frac{12^{\text{th}}}{22^{\text{nd}}}$ *September, Monday*.—Item early in the morning of the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ we got under sail, and sailed to the South of Vice-Admiral de Wijtte, and anchored close up by him. He hoisted the white flag for all the captains to go on board, and ordered every one to make their ships clean and clear in every way as they should be. In the forenoon to-day

we had the wind E.N.E., we then cleaned one side, which was very necessary. In the afternoon we cleaned the other side. We had very fine weather. About 2 o'clock the wind shifted to the N. with a light breeze, and we distributed the water amongst the ships as far as we could from our water ships. The weather continued good, during the night we got a westerly wind till the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ instant.

$\frac{13^{\text{th}}}{23^{\text{rd}}}$ *September, Tuesday.*—Item early in the morning of the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ we had a S.W. wind, fair weather. We got to work upon one side of our ship. In the afternoon a stiff breeze began to blow up, but towards evening we had a gale from the S.S.E., with heavy rain; lay there during the night till the

$\frac{14^{\text{th}}}{24^{\text{th}}}$ *September, Wednesday.*—Item in the morning of the $\frac{14^{\text{th}}}{24^{\text{th}}}$ there was an improvement in the weather, but the sea was rather lumpy, so that we could not clean as before. In the evening two of our advice-yachts came out of the Sound, with our preacher and a Fiscal on board, and brought news that the East Indiamen with fourteen King's ships . . . (*sic*). Continued lying there with fair weather.

$\frac{15^{\text{th}}}{25^{\text{th}}}$ *September, Thursday.*—Item in the morning of the $\frac{15^{\text{th}}}{25^{\text{th}}}$ we worked on our other side and made it clean, and sent our lieutenant ashore for some refreshments for the crew. To-day Captain Wagenare brought in a Swedish ship ¹ that had sailed from England, bound with cloths from London to Dantzic, and they said that a great number of English ships were at sea.

$\frac{16^{\text{th}}}{26^{\text{th}}}$ *September, Friday.*—Item before daybreak on the morning of the $\frac{16^{\text{th}}}{26^{\text{th}}}$ I sent our boat ashore to fetch off the lieutenant and the refreshments;

¹ *Kraaier.*

but it began to blow rather hard till towards evening, when the weather began to improve a little. Then our boat came on board, but brought only six barrels of meat with them. At sunset the wind shifted to the W.N.W., and we had fine, good weather, and continued lying there till the morning of the $\frac{1}{2}\frac{7}{7}$ th instant.

$\frac{1}{2}\frac{7}{7}$ th September, Saturday.—Item in the morning of the $\frac{1}{2}\frac{7}{7}$ th Vice-Admiral Wijtte Cor : de Wijtte hoisted his small flag to summon the principal officers on board, with regard to a Dantzic ship, sailing from London to Dantzic. It was decided by the Council of War to allow her to pursue her voyage free and unharmed. This morning we got under sail to anchor the ships in order. Then in the evening the wind blew from the E. with fair weather all through the night until the

$\frac{1}{2}\frac{8}{8}$ th September, Sunday.—Item in the morning of the $\frac{1}{2}\frac{8}{8}$ th fine weather ; wind S.S.E. This morning our preacher held a service. We had a good 400 men on board ; about half-past nine he went to hold a service on Vice-Admiral de Wijtte's ship, and at 11 o'clock on board Rear-Admiral Pijeter Floorsen's.¹ We continued on the look-out for the coming of the fleet from the Sound. Remained lying to during the night, with fair weather, wind S.S.E., till the $\frac{1}{2}\frac{9}{9}$ th instant.

$\frac{1}{2}\frac{9}{9}$ th September, Monday.—Item before daybreak on the morning of the $\frac{1}{2}\frac{9}{9}$ th we careened, and made both sides clean. This morning our advice-yacht came out of the Sound and reported that the East Indiamen and the merchantmen and the King of Denmark's ships were following in all haste ; to-day, towards evening, we saw several sail coming from the S.E. Then we weighed anchor and sailed to meet them, and stood off to the northwards

¹ Florissen. Cf. entry for $\frac{\text{Sept. 21}}{\text{Oct. 1}}$.

under our foresails only till the evening, when we anchored again with a stiff breeze, south wind, and lay thus the whole night till the

$\frac{2}{3}$ ⁰*th* *September, Tuesday*.—Item early in the morning of the $\frac{2}{3}$ ⁰*th*, the wind W.S.W., a stiff breeze. We saw several ships round about. At eight o'clock we got under sail; then we caught sight of the Royal Admiral with other King's ships, with five East Indiamen and some more merchant-ships; we came up with them about 10 or 11 o'clock, and spoke the Admiral, but we could not understand one another very well on account of the strong wind. We sailed together to the S.E. side of Skagen, and so anchored together in good order, but were prevented from going on board by the strong wind from the S.W., and so we anchored close under Skagen, the wind W.N.W., a strong breeze continuing all through the night till the

$\frac{2}{1}$ ¹*st* $\frac{\text{Sept.}}{\text{Oct.}}$, *Wednesday*.—Item in the morning of the $\frac{2}{1}$ ¹*st*, the wind W.N.W., and Vice-Admiral de Wijtte signalled for us to come aboard. I and Rear-Admiral Pijeter Florissen went together with him on board the Danish Admiral's ship, to greet him. The Admiral's name was Heer Wyllekens, who had served the prince a good eleven years; he was a very pleasant man. We remained with him till about 3 o'clock, when we separated, each returning to his own ship. Then we had a stiff breeze, wind W.N.W., lay to till the $\frac{2}{2}$ ²*nd* $\frac{\text{Sept.}}{\text{Oct.}}$.

$\frac{2}{2}$ ²*nd* $\frac{\text{Sept.}}{\text{Oct.}}$, *Thursday*.—Item early in the morning of the $\frac{2}{2}$ ²*nd*, the wind S.S.W., a stiff breeze. I went on board Vice-Admiral de Wijtte's ship, and he ordered me to go on board the Danish Admiral and greet him in his behalf, and say that we were signalling our ships to get under sail, so as to sail towards Flekkefiord and collect all our ships that were to rendezvous there, but that the

Danish ships should continue lying there till further orders. With the sun in the S.S.E. we sailed round the Skagen reef, with a S.S.E. wind blowing a stiff breeze, clear weather until the evening. At sundown Robbeknuyt¹ was $2\frac{1}{2}$ miles S.E. of us. We then furled our foresails close and drifted before the wind, which was S.E., with a stiff breeze, until 10 o'clock, at the end of the first watch. Then the wind shifted W.S.W., a stiff breeze, we then set the foresail; the breeze continued till the $\frac{2}{3}$ rd $\frac{\text{Sept.}}{\text{Oct.}}$.

$\frac{2}{3}$ rd $\frac{\text{Sept.}}{\text{Oct.}}$, *Friday*.—Item in the morning of the $\frac{2}{3}$ rd our ships were much scattered; the two East Indiamen were a good mile and a half to the rear. We had the wind S.W. by W. and W.S.W., a stiff breeze; course N.W. At noon we sighted land about Maerdon, but could not get any information about it. Then the wind shifted to the S.W., stiff weather. Captain Mangelare's mainyard was shattered by the wind. At noon it began to blow very strong, so that we were all obliged to lower our topsails. About 4 o'clock in the afternoon we came close under the land between Maerdon and Flekkefiord; one of the East Indiamen, the ship Malacke (*sic*), was very leaky and laboured heavily, but there was no chance of helping her. This evening a number of merchantmen ran in, but we stood off to sea again, because it was too late, and sailed off S.E., with a stiff breeze until 2 o'clock at night, when we stood in again to land, or Westwards, until early in the morning of the $\frac{2}{4}$ th $\frac{\text{Sept.}}{\text{Oct.}}$.

$\frac{2}{4}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, *Saturday*.—Item early in the morning of the $\frac{2}{4}$ th we hoisted our main topsail, but took it in again about 8 o'clock, on account of the stiff breeze, a south wind. At noon we stood off

¹ On the coast of Jutland between Hantsholm and the Skaw.

from land between Maerdon and Flekkefiord ; a south wind, stiff breeze. We saw a large ship on our lee, and conjectured it must be the East India-man Malacke ; the strong breeze continued, wind south, and we lay by during the night with boisterous weather, wind S.W., until the

$\frac{2}{5}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, *Sunday*.—Item in the forenoon of the $\frac{2}{5}$ th we came to land about three miles above Maerdon, fearing the boisterous weather ; bore down towards Maerdon, and put in there at four o'clock in the afternoon with all the ships. Continued lying there through the night, till the $\frac{2}{6}$ th $\frac{\text{Sept.}}{\text{Oct.}}$.

$\frac{2}{6}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, *Monday*.—Item early in the morning of the $\frac{2}{6}$ th I went on board Vice-Admiral de Wijtte's ship, and he also summoned the Commodore of the East Indiamen on board, to decide what we should do with the ship Malacke, which was very leaky ; and it was resolved that all the cargo should be taken out of the ship. A flute-ship came in to-day, which had sailed on the $\frac{2}{2}$ nd $\frac{\text{Sept.}}{\text{Oct.}}$ from Texel, with seventeen ships of war ; this evening the wind began to blow very strong from the south, and continued so all night with much rain till the

$\frac{2}{7}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, *Tuesday*.—Item in the morning of the $\frac{2}{7}$ th, boisterous weather, wind S.S.E. Later in the day, very boisterous weather, wind due S.E. In the evening we fetched another anchor from the East Indiaman Malacke, on account of the strong wind. Nothing particular after that till the $\frac{2}{8}$ th $\frac{\text{Sept.}}{\text{Oct.}}$.

$\frac{2}{8}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, *Wednesday*.—Item on the $\frac{2}{8}$ th we ballasted our ship with about 56 last of stone, and fetched water to fill our casks. It was tolerable weather. Nothing in particular further. In the evening a galliot came in from Bergen in Norway,

saying that twenty-seven ships were lying there, two warships, three East Indiamen, and the remainder Straits-traders, which would come to or near the rendezvous in Flekkefiord as soon as possible ; nothing further in particular until the

$\frac{29}{9}th$ $\frac{Sept.}{Oct.}$, *Thursday*.—Item on the $\frac{29}{9}th$, good fine weather, an easterly wind and clear weather. We were busy unlading the ship *Malacke* ; nothing besides in particular. Wind northerly through the night till the

$\frac{30}{10}th$ $\frac{Sept.}{Oct.}$, *Friday*.—Item on the $\frac{30}{10}th$, fair weather. To-day a party of loaded ‘flensen’ from Lange-sunt¹ and other places, with their cargoes, passed on their way to the rendezvous in Flekkefiord. Nothing further in particular, and we lay thus till the $\frac{1st}{11th}$ October.

$\frac{1st}{11th}$ *October, Saturday*.—Item early in the morning of the $\frac{1st}{11th}$ we hauled out from the shore, wind E.S.E. and drifted between the islands up to Vice-Admiral de Wijtte and moored there. Very showery weather all day. In the evening Vice-Admiral de Wijtte hoisted the white flag to summon all the captains on board each one to give in a return of his victuals ; and it was found that, taking one with another, there were not above five weeks altogether. Then the wind N.E. all night until the $\frac{2nd}{12th}$ October.

$\frac{2nd}{12th}$ *October, Sunday*.—Item in the morning of the $\frac{2nd}{12th}$ our preachers held services on several of the ships. In the afternoon five ships, laden with cargoes in Norway, came in. The wind continued N.E. ; fine weather all day till the $\frac{3rd}{13th}$ instant.

$\frac{3rd}{13th}$ *October, Monday*.—Item in the morning of the $\frac{3rd}{13th}$ very boisterous weather, wind E.N.E. We determined to leave this place to-morrow. The

¹ *I.e.* Langesund.

weather continued very bad, with rain and wind, till the evening, when it blew a strong gale from the east. At night the wind E.S.E. and towards morning diminishing, and shifting S.S.E.; then the weather improved.

$\frac{4}{14}$ th October, *Tuesday*.—Item in the morning of the $\frac{4}{14}$ th, the wind S.S.E.; tolerable weather with fog and mist; no chance of putting out; lay here all day, with rainy weather. Nothing further in particular to-day until the

$\frac{5}{15}$ th October, *Wednesday*.—Item in the morning of the $\frac{5}{15}$ th, fair weather with fog and mist; wind S.S.E. Services were held on several of the ships in our fleet; then good weather with mist. In the evening the wind steadily S.E. by E. with calms all the night, fair weather, until the $\frac{6}{16}$ th instant.

$\frac{6}{16}$ th October, *Thursday*.—Item in the morning of the $\frac{6}{16}$ th, foggy weather; wind S.S.E. with light breezes all day. Nothing further in particular, until the

$\frac{7}{17}$ th October, *Friday*.—Item in the morning of the $\frac{7}{17}$ th it was appointed by Vice-Admiral de Wiltte and the principal officers that a survey should be taken of victuals, because there was a scarcity in the fleet; and orders were issued that meals should be served twice a day, and it was so appointed. Then fair weather, wind W.S.W. Nothing further in particular till the

$\frac{8}{18}$ th October, *Saturday*.—Item in the morning of the $\frac{8}{18}$ th, fine weather, wind W.S.W., bright sunshine. To-day the Governor of Vlecken, whose name is Mägenys Arent Vet, visited our ships. In the afternoon it was very foggy; wind northerly till the

$\frac{9}{19}$ th October, *Sunday*.—Item early in the morning of the $\frac{9}{19}$ th, the wind N.E., the breeze began

to increase. To-day six services were held in our fleet. Then wind E.N.E., a good breeze all day, and during the night until the $\frac{10}{20}$ th October a stiff breeze.

$\frac{10}{20}$ th October, Monday.—Item in the morning of the $\frac{10}{20}$ th, wind very variable, sometimes E.N.E., sometimes E., and sometimes E.S.E., so we sent a galliot to sea, to see what the wind was outside ; they found it was E., blowing a stiff breeze ; but the pilots did not think it advisable to sail out, and it was then decided to continue lying there till early in the morning of the $\frac{11}{21}$ st instant.

$\frac{11}{21}$ st October, Tuesday.—Item early in the morning of the $\frac{11}{21}$ st, as soon as it was day, we got under sail and sailed out of Maerdon, by the S.E. channel ; wind E. by N., blowing a topsail breeze, with clear weather. On getting outside we saw ten or twelve ships coming from the E., who came up with us. It was well past noon before the East Indiamen got out of the shallows. We then lay by under our mainsails, so as not to be carried into Flekkefiord, because the current sets very strong to the W. ; then in the evening the wind dropped after the first watch, wind E.S.E. Then it shifted to the N.E., a topsail breeze. We then stood in to the coast, N.W. by W., under our mainsails, till the $\frac{12}{22}$ nd instant.

$\frac{12}{22}$ nd October, Wednesday.—Item early in the morning of the $\frac{12}{22}$ nd we were off Flekkefiord, and saw a number of ships coming out, but there was little wind, and we got much scattered one from another by the strong tide, which flowed very irregularly. We made every effort to get up with Vice-Admiral de Wijtte, but could not. We were a good 160 ships out of Maerdon and elsewhere, besides those from Flekkefiord, which came out at midday with their fleet. I should think a good 200

ships from Flekkefiord. At sundown we had the Naze six miles N.W. of us. We then had calms and clear weather, and drifted westwards, though we had had our sails up; all through the night, calms, and we got much scattered by the current, until the morning of the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ instant.

$\frac{13^{\text{th}}}{23^{\text{rd}}}$ *October, Thursday.*—Item early in the morning of the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ the breeze was E.S.E. We had drifted so far to the W. that we had the Naze S. of us, four miles distant. The warships from Westerryse were some of them with us, viz. Commodore Wyllem van der Saen, with Jan Amijrael and some others, but we missed a good zoo of the ships, and could not imagine how the ships had been lost sight of, because there had been no wind all through the night, so that we could not see Vice-Admiral de Wijtte with the East Indiamen. This morning we questioned Captain Jan Amijrael, as we sailed up to him; he said there were no ships lying in Westerryse, but that all the ships had put to sea. We saw two more ships of war to our lee, who fired shot after shot. We sailed up to them, in hopes they were bringing tidings of the ships from Bergen. They were Captain Jacop Swart and Captain Kleijdijs of Rotterdam; they said they saw twenty-four to twenty-six ships in the N.W. I then immediately hoisted the white flag, and the captains came on board, and we decided to make towards them, and when we had got down to them with the wind, Captain Swart fired continually to signify to the ships most to windward to come on, but no one came on, so we were obliged to lie to, so as to remain at our rendezvous. Off the Naze this afternoon Captain Boogert joined us out of Flekkefiord. We got a wind from the S., then lay over to the E.S.E. In the evening we had the Naze four miles N.N.W.

of us; we then tacked to the W.S.W., with a south wind. We were 109 sail there, among which were seventeen warships. We sailed W. by S., making about six miles to the W.; we then turned again, till early in the morning of the $\frac{1}{2}\frac{4}{4}$ th instant.

$\frac{1}{2}\frac{4}{4}$ th October, Friday.—Item early in the morning of the $\frac{1}{2}\frac{4}{4}$ th there was a ship of war to the N.W. of us, which fired shot after shot, whereby we guessed they had discovered the fleet or that they were in sight; we then lay over to the west again. Shortly afterwards we saw the fleet, with Vice-Admiral de Wijtte, they were bearing down towards a body of ships on our lee. In the night we had had a great deal of rain and thick weather. When we came up with the ships to leeward, it proved to be Commodore Wijllem van der Saen with sixteen ships of war. In the evening we saw another body of ships to the N.E. of us again; we sent a galliot off to them at once, and in the evening lay over to the W. all through the night until the

$\frac{1}{2}\frac{5}{5}$ th October, Saturday.—Item early in the morning of the $\frac{1}{2}\frac{5}{5}$ th we saw nineteen ships to the N.E. of us, among which were sixteen ships of war under the command of Captain Heckert Meusen,¹ Admiral Tromp's ship,² and three merchantmen, which had sailed out of Texel on the $\frac{2nd}{12th}$ October. Vice-Admiral de Wijtte immediately summoned the captains on board to a council, and also the commanders of the East Indiamen, and we all decided the best thing we could do would be to sail for home, on account of the scarcity of provisions, because we could not remain at sea more than 26 or 28 days longer at the furthest; and we had also 400 merchantmen and five East Indiamen and

¹ *I.e.* Egbert Meesen.

² The Brederode.

seventy-six ships of war with us. Towards evening we got a wind from the S.S.E., and sailed towards the S.W. with a good topsail breeze ; at sundown we took in our topsail with the greater part of the fleet. Then the wind S.S.E., course S.W., and towards midnight the wind blew from the S.S.W., and we sailed W. till the morning of the $\frac{1}{2}6$ th instant.

$\frac{1}{2}6$ th October, Sunday.—Item early in the morning of the $\frac{1}{2}6$ th the wind dropped, and we drifted through the day on account of the calm ; towards evening a little breeze came from the N.E. We sounded bottom at 46 fathoms. I then calculated we were on the west edge of the reef. A gentle breeze all through the night till the

$\frac{1}{2}7$ th October, Monday.—Item early in the morning of the $\frac{1}{2}7$ th the wind blew from the south, a slight breeze ; towards evening we sounded 42 fathoms between the reef and the sand. The calm continued through the night until the

$\frac{1}{2}8$ th October, Tuesday.—Item before daybreak on the $\frac{1}{2}8$ th the wind came from the N.N.E., a gentle breeze, made little progress. Towards noon the breeze began to increase and we sailed S.S.E. In the evening we were on the north edge of the sand. Then the wind N.N.W., a good breeze. In the first watch the wind fell, shifted to the east and remained in that quarter till before daybreak, when it was due E.S.E., a good breeze, till the $\frac{1}{2}9$ th instant.

$\frac{1}{2}9$ th October, Wednesday.—Item early in the morning of the $\frac{1}{2}9$ th, we sounded 22 fathoms on the sand, Texel 30 miles S. of us. Then the wind E. by S. and E.S.E., a topsail breeze ; course S. by E. At noon we sounded 18 fathoms ; about 2 hours afterwards 26 fathoms on the south edge of the sand, Texel S. and S. by E. of us. At

sundown I calculated we must be still 24 miles S. by E. (*sic*) of Texel. The wind continued E.S.E., a topsail breeze, with sky overcast ; course South ; in the first watch we took in our main-topsail ; the wind S.E. by E., a strong breeze till the

$\frac{2}{3} \frac{0}{0}$ th October, Thursday.—Item early in the morning of the $\frac{2}{3} \frac{0}{0}$ th the wind S.E. by E., a stiff breeze and [hoisted] the main top-sail again ; we sounded 26 fathoms. Calculated we had sailed 10 miles S.W. by S. during the night, from sundown to sunrise. At noon we saw four Zierikzee fishing-boats, which were sailing northwards on our lee ; one of our ships spoke one of the fishermen. The wind continued S.E. by E., a stiff breeze. In the evening we sounded 25 fathoms ; continued our course S. ; during the day we sailed altogether S.W. and S.W. by S. seven miles. In the evening we took the topsails in, and sailed continuously through the night S.W. by S., until the $\frac{2}{3} \frac{1}{1}$ st instant ; made nine miles S.W. and W., until early morning.

$\frac{2}{3} \frac{1}{1}$ st October, Friday.—Item early in the morning of the $\frac{2}{3} \frac{1}{1}$ st, we had 18 fathoms of water. Calculated Garremuyden to be 17 to 18 miles S.W. of us. At noon we were then in latitude $53^{\circ} 4'$, in a depth of 18 fathoms ; but we still saw no land. I then reckoned we were in the shallow water of the Breeveertyen.¹ In the evening we sounded 20 fathoms ; then we lay over to the E. by N., and had 20 fathoms all through the night ; this night on a continuous course E.N.E., made five miles until the $\frac{22\text{nd}}{1\text{st}}$ Oct. $\frac{1\text{st}}{\text{Nov.}}$.

$\frac{22\text{nd}}{1\text{st}}$ Oct. $\frac{1\text{st}}{\text{Nov.}}$, Saturday.—Item in the morning of the $\frac{22\text{nd}}{1\text{st}}$, fair weather, wind S.S.E. We sounded 19 fathoms, and saw five strange ships to the W.N.W. of us ; it was Captain Bruijnsvelt with

¹ Possibly the "Broad Fourteens."

four merchantmen, that had followed us from Norway. Then south wind; in the evening we lay over to the E., but made little progress till the $\frac{23\text{rd}}{2\text{nd}}$ $\frac{\text{Oct.}}{\text{Nov.}}$.

$\frac{23\text{rd}}{2\text{nd}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Sunday*.—Item in the morning of the $\frac{23\text{rd}}{2\text{nd}}$, smooth water, westerly wind, then the wind dropped all day. In the evening we anchored, and lay to till before dawn on the $\frac{24\text{th}}{3\text{rd}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, in 18 fathoms of water, with fine weather.

$\frac{24\text{th}}{3\text{rd}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Monday*.—Item early in the morning of the $\frac{24\text{th}}{3\text{rd}}$, we weighed anchor, and sailed E.S.E. towards land, and about 8 o'clock saw the Huysduynen¹ to the E. of us. The fleet did their best to sail in to the Texel. Thanks and praise be to the Lord, who has kept us so safe. But the East Indiamen were forced to remain outside. In the evening we anchored with Patten S.E. of us. About 10 o'clock in the evening we got under sail, the wind shifted to the N.W. about midnight, and then we sailed out round the Hook with the East Indiamen towards the Vlie until the

$\frac{25\text{th}}{4}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Tuesday*.—Item early in the morning of the $\frac{25\text{th}}{4}$ we were $1\frac{1}{2}$ miles from the West end of the Vlie. We saw Schout by Nacht² Pijeter Floirsens 2 miles to the N.E. of us with his squadron and the Hof van Seelant. It was calm, with a slight breeze N.N.W. To-day the Hof aforesaid got inside the Vlie. In the evening we came off the Vlie with the three other East Indiamen, and lay at anchor till the $\frac{26\text{th}}{5}$ $\frac{\text{Oct.}}{\text{Nov.}}$.

$\frac{26\text{th}}{5}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Wednesday*.—Item early in the morning of the $\frac{26\text{th}}{5}$ the three East Indiamen sailed into the Vlie. This morning four ships of war came

¹ On the N. point of the Helder and on the S. side of the Helder entrance to the Texel.

² Cf. Vol. I, p. 177.

out of the Meuse, Captain Jan de Liefde with Captain Krijste Jan Eldersen, Wijnlem Arensen's ship and Captain Warremon's ship. Then we got under sail and sailed towards Texel, wind W.N.W., a tolerable breeze. We had been informed that quite seventy merchantmen had got in on the $\frac{23^{\text{rd}}}{2^{\text{nd}}}$ and $\frac{24^{\text{th}}}{3^{\text{rd}}}$. In the evening at sundown the south end of the Texel was $2\frac{1}{2}$ miles S.S.E. of us, and we had the wind in the N.W. by W., a tolerable breeze, and sailed S.W. by W., with seventy ships of war. The weather continued good during the night; at 2 o'clock we anchored, with the light on the Huysduynen $2\frac{1}{2}$ miles E. by S. of us; wind S.W., fair weather till the $\frac{27^{\text{th}}}{6^{\text{th}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$.

$\frac{27^{\text{th}}}{6^{\text{th}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Thursday*.—Item in the morning of the $\frac{27^{\text{th}}}{6^{\text{th}}}$, Vice-Admiral de Wijtte hoisted his small flag from the quarter-deck, to summon myself and Rear-Admiral Pijeter Floirsen on board. It blew a stiff breeze from the S.W. We got under sail to get a little more room, and it began to blow harder and harder. About 3 o'clock we anchored with the Kijch Dunes¹ about $3\frac{1}{2}$ miles E. of us. The gale continued, and we lay (?) anchored with three cables with topmasts lowered fore and aft. The ship Breederaede lost an anchor this evening. We continued lying at anchor in 15 fathoms of water, a stiff breeze, wind S.W. About 10 o'clock in the evening the wind shifted to the W.N.W., with clear weather, and after midnight the wind was due N.W., but a stiff breeze and boisterous sea till the morning of the $\frac{28^{\text{th}}}{7^{\text{th}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$.

$\frac{28^{\text{th}}}{7^{\text{th}}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Friday*.—Item in the morning of the $\frac{28^{\text{th}}}{7^{\text{th}}}$ the weather began to abate a little, with fine clear sky; wind N.W. by W. In the afternoon

¹ About a mile S. of the Huysduynen—i.e. just south of the entrance into the Texel.

the weather began to get rougher again, wind W.N.W., a cloudy sky. We remaining lying to with seventy ships of war, an ammunition-ship and a victualling-ship, altogether seventy-two ships. We lay to through the night with very boisterous sea, wind W.N.W., the ships laboured severely till the

$\frac{29}{8}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, *Saturday*.—Item in the morning of the $\frac{29}{8}$ th, rough weather as before, with several gusty showers of rain the whole day ; during the night the weather moderated a little, but in the morning watch it began to get rougher again, with heavy rain.

$\frac{30}{9}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, *Sunday*.—Item before daybreak on the morning of the $\frac{30}{9}$ th the weather began to get very rough again ; wind W.N.W., and sometimes N.W. During the day several ships slipped their anchors in the gale from the N.W., and sailed towards Texel. The Lord God bring them in in safety. Amen. At noon our anchor broke out from the bottom, we let fall our sheet anchor, which we dragged a little. Wind as before, very strong. In the evening several ships cut their main-masts overboard. We had a heavy gale through the night from the N.W. and N.W. by N., until the $\frac{31\text{st}}{10\text{th}}$ $\frac{\text{Oct.}}{\text{Nov.}}$.

$\frac{31\text{st}}{10\text{th}}$ $\frac{\text{Oct.}}{\text{Nov.}}$, *Monday*.—Item early in the morning of the $\frac{31\text{st}}{10\text{th}}$, wind N.N.W., with heavy snow and hail. We saw Vice-Admiral de Wijtte lying without his mainmast, and ten other ships without their main-masts, and one without any mast at all. It blew very hard all through the day from the N. and N. by W. In the evening Captain Boogert got adrift, and another ship cut her mainmast away. The wind continued N.N.W., rough weather. May the Lord God come to our assistance. He is our Salvation. Amen. All through the night we had

very rough weather; wind from N. by W. to W.N.W. until the

$\frac{1st}{11th}$ November, Tuesday.—Item early in the morning of the $\frac{1st}{11th}$ the wind was north, very rough weather, with showers of hail and snow. Two more ships got adrift from their anchors. This morning we took counsel what was best to do to save the ships and our lives, and are very ready to choose the best plan; but we could not decide to cut away the sheet with the bower-anchors, each with two cables, since this would leave us with only one anchor and one to anchor which should hold¹ with three cables. About noon our bower-rope broke in half, the second rope, so that a rope and a half and an anchor were lost, and two cables quite spoilt. At noon we had a strong gale from the N.; after that the weather began to moderate, thank God. Towards evening the wind was due N.N.E. with tolerable weather. We counted still forty-seven ships, twenty-three of which were dismasted.

LIST OF CAPTAINS AND SHIPS, WITH THE NUMBERS
OF THEIR GUNS AND CREWS, NOW IN THE
FLEET OF THE COMMODORE.²

	Carrying.	
	Guns.	Men.
From Zealand.		
Captain Jan Pouwelsen, the ship Neptunus .	28	134
Captain Joos Banckert, the ship de Liefde .	26	86
Captain Jan Sichalsen, the ship 't Wapen van Sweeden	28	95
Captain Fr. Mangelaer, the ship de Liefde .	30	110

¹ This is extremely obscure, but apparently the meaning is that there would be one cable left from each anchor cut away, which would leave three for the single anchor left.

² This would appear to be a list of Ruijter's squadron in this last voyage to Norway.

	Carrying.	
	Guns.	Men.
Captain Cornelis Evertsen the younger, the ship Vlissingen	26	110
Captain Claes Jansen Sanger's ship, commanded by Jan Jansen van de Eijcke, master; the ship 't galjas van Middelburch	26	104
Captain Cuijper, the ship der Gaes	27	109
Captain den Haen, the ship den Haesinveldt	30	108
Captain Fortuijn, the ship den Endracht	24	98
Captain Loureij's Pensier, the ship St. Jan	26	100
Captain Loncke, the ship de Fama	30	110

From Friesland.

Captain Jooris Pietersen van den Broucke, vice commodore [Admiral]; the ship Westergo	28	98
Captain Bouckhorst, the ship St. Nicolaes	23	85
Captain van der Parre, the ship Albertijne	24	70
Captain Aldert Pietersen Qua Coer (sic), the ship de Shaepherder	28	80
Captain Becks, the ship Sara	24	85
Captain Wagenaer, the ship Graef Hendrick	30	100
Captain Degelcamp, the ship Gelderlant	24	80
Captain Gabriel Anteunissen, the ship Meeden- blick	26	100
Captain Reijnier Sekema, the ship Hector van Troijen	24	75

From Amsterdam.

Captain van Velsen, the ship Gelderlant	26	90
Captain Jan Egbertsen Ooms, the ship Gouda	28	86

From Rotterdam.

Captain Jan Arentsen Verhaeff, Rear-Admiral, the ship Rotterdam	30	120
Captain Jongenboer's ship, commanded by Lieut. Jan van Es; the ship Gelderlant	26	100
Captain Jan Jansen van der Valch, the ship St. Pieter	28	122

The last comers from Texel.

Captain Jan Gidionsen Verburcht.
 Captain Isaak Sweers.
 Captain Lucas Albertsen.
 Captain Douwe Anckes.
 Captain Sijmen van der Hoeck.
 Captain Claes Sael.
 Captain Manuel Salijnex.
 Captain Pieter Salomonsen.

1277. Nov. $\frac{2}{12}$, 1653.—WASSENAER TO S.G.

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—On the $\frac{27}{6}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, I got under sail in the evening, with Messrs. Herberts and Taemsz, Delegates of the Amsterdam Board of Admiralty, outside the harbour at Amsterdam, and made for Texel, the wind blowing a steady breeze from the S.S.W. On the $\frac{28}{7}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, the wind was contrary, N.W. and N.N.W., and we were obliged to tack against a strong breeze, making but little progress till towards evening, as we had both wind and tide against us. As night fell we anchored in the Balg between the island of Wieringen¹ and Texel; it blew a gale during the night. On the $\frac{29}{8}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, the wind was westerly, and blowing a gale; we remained lying at anchor; the gale continued, blowing hard in the same way all through the night. The $\frac{30}{9}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, wind as before, with a strong gale; we still remained lying at anchor. The master of my ship said he had seen some ship's timbers floating past, from which we conjectured some ships must have suffered damage; the gale continued; that evening at 7 o'clock our small anchor and rope were carried away, and during the night our pinnace. On the $\frac{31}{10}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, the wind was N.W., blowing a gale; but towards noon the weather grew somewhat calmer, and at two o'clock we weighed anchor; but the gale began to increase again and we were obliged to remain lying where we were. In getting under weigh the yacht of the Lords Delegates got aground in breaking out her anchor; she was under her foresail, and came to anchor again; at 7 o'clock

¹ An island inside the Texel on the way to Amsterdam.

in the evening she floated off, and got under sail and in order to avoid the shallows came closer in to Wieringen to anchor. It blew a stiff gale that night, mixed with rain, and we had thunder and lightning. At daybreak on the $\frac{1^{st}}{11^{th}}$ November, the wind was N. and N.N.W., blowing a gale as before with rain and sharp showers. The yacht of the Admiralty Delegates was lying close to us at anchor; and, seeing that the bad weather held out, and that it was impossible to make the Texel or the Helder, I made a signal for the pinnacle of the said yacht of the Lords Deputies and went in her on board them, when we resolved, as we were in want of fresh water and other supplies, to run gently under our foresails only (the weather being so rough that we could not hoist our other sails) towards the west end of Wieringen, and we dropped anchor in that place towards evening. On the $\frac{2^{nd}}{12^{th}}$ November, the wind N. and N.N.W., we weighed anchor at daybreak, in company with the yacht of the Admiralty Delegates, and got under sail, tacking towards the New Deep. We saw some ships of war lying off the Schilt¹ and we spoke one of them, the ship den blaeuwen Arent;² they said they had come in on Sunday last, with nine feet of water in the hold. With her was lying the ship Purmerlant, belonging to the Amsterdam Directors, Captain Andries Sylbrantz; they said the fleet was still lying outside, and that Commander de Ruijter was coming in. We also spoke the ship den Swarten Leeuw,³ belonging to the Amsterdam Directors, commanded by Captain Hendrich de Raet, who had come in on the $\frac{25^{th}}{4}$ $\frac{Oct.}{Nov.}$, on account of leakiness. Captain Gerret Teemsz. of Enkhuijsen had also

¹ On the S.E. side of the Texel island.

² The Blue Eagle.

³ The Black Lion.

come in ; and Captain Adriaen Brijnsvelt of Friesland, and Captain Pieter Salomonsz., belonging to the Amsterdam Admiralty, were both lying there also. When we came off the New Deep, we found Captain Cornelis Huijser's ship aground there. Commodore de Ruijter in person also came up with us, together with Captains Jan Egbertsz: Ooms and Jan van Campen ; they stated that the storm and tempest at sea had been so great that, to their knowledge, the following ships¹ had perished therein :—the ships commanded by Captain Cleyntie, Captain Marcus Hartman, Captain Ooms aforesaid, Captain Swart, the King's ship, Captain Rootjes, together with Commodore Schoonvelt with the ship *den gouden Reael*,² and Captain Wagenaer, belonging to the Friesland Admiralty, with numbers of their crews, not being able to specify how many. All the Zealanders, and some others as well, had made for the Meuse, Goedereede³ and Zealand ; twenty-four or twenty-five of the ships were dismasted, and almost all of them had exhausted their supplies of provisions.

Commodore de Ruijter and the above-named captains were of opinion that, if the weather continued favourable, Vice-Admiral de With, from whom he had parted company this morning, would also endeavour to put in to-morrow with the ships he still had with him. We have also been visited by Messrs. Appeldoorn and de Zee, from the West-Friesland and the North Quarter Board, and by a gentleman, whose name I do not know, from the Friesland Board. We all purpose to-morrow, as soon as it is daylight, to ride up to Captain Ooms' ship, which is aground between the Huysduynen

¹ Cf. list in No. 1286.

² This ship does not seem to be in the list in No. 1286.

³ Goree.

and Callant's Eye, on the shore, to save her guns and everything else aboard her that is sound, and also to make inquiries as to what may still be left of the other ships which are lost, whereon we shall report to your Lordships in our next. On reaching this place I received their H.M.'s dispatch of the $\frac{30}{9}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, and immediately afterwards their resolution of the $\frac{28}{7}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, together with its enclosures, and a letter to the Commodore to be appointed for the thirty ships of war proceeding to Ostend, the tenor of which I shall carry out to the utmost of my power, &c., &c.

(Signed) J. VAN WASSENAER.

On board my yacht, lying
in the New Deep this
 $\frac{2\text{nd}}{12\text{th}}$ November, 1653.

P.S. — Adriaen Jacobsz. van Huijsduinen, master of an advice-galliot in the employ of the Amsterdam Directors, reports that on the $\frac{29}{8}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, he set sail from Bergen in Norway two hours before dawn ; that he left all the ships still there to the number of from fifty to sixty, lying in three separate divisions, some at Bock op der Zee in the Roads, some in Strudshavn, and some a short mile from that place ; they have been unable to get away on account of the strong contrary winds, as your Lordships will see from the letter of Commodore den Baer, which I have sent to their H.M.

(Signed) J. VAN WASSENAER.

1278. Nov. $\frac{3}{13}$, 1653.—*DE WITH TO S.G.*

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—We have thought it our duty to inform your Lordships that on the night of the $\frac{26}{5}$ th $\frac{\text{October}}{\text{November}}$, we received

a letter, enclosing a list, from Commissary Croon off the Texel shallows. In this letter he informed me that twenty of the ships are to victual here off the Texel shallows, and that supplies of provisions for them are lying ready in small craft and fishing-boats in the New Deep. I thereupon asked for instructions from their H.M., how close in shore I should anchor, saying I would not, on my own responsibility, bring the State's fleet so close in shore as is necessary to enable us to victual at sea. In the morning of the $\frac{27}{6}$ th ^{Oct.}/_{Nov.}, we made every effort to get a little nearer in shore, and several victualling-ships came out, but put back again on account of the rough weather; in the afternoon the weather was so rough we were obliged to anchor. At night it blew a strong gale from the W. On the $\frac{28}{7}$ th, $\frac{29}{8}$ th, $\frac{30}{9}$ th and $\frac{31}{10}$ th ^{October}/_{November}, we had an extraordinarily severe gale; several of our ships dragged their anchors and cut their masts overboard; during the night we lost two anchors and several cables, and were obliged to cut our mast overboard also. On the morning of the $\frac{1}{11}$ th November, we counted twenty-six ships lying there unshattered, twenty-three had cut their masts away, and one had lost all her masts. The rest, to the number of seventy, were missing; I am afraid they will have suffered terrible damage. On the $\frac{2}{12}$ th instant, we had a soft gale from the N.N.W. Commodores de Ruijter and Pieter Florisz: informed me that each of them had only one and a half cables on board, that their ships were very leaky and unfit to remain at sea. I therefore ordered them to sail into the Texel so as to avoid further mishaps, and also had a few other ships, which had lost their masts and rudders, towed in by other vessels. We are now making every effort to rig up a stump. Last night we

received their H.M. resolutions as follows :—two of the $\frac{2}{5}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, one of the $\frac{2}{8}$ th and a letter of the $\frac{3}{9}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, and beg to submit the following remarks in this connection, first, with regard to the resolution of the $\frac{2}{5}$ th $\frac{\text{Oct.}}{\text{Nov.}}$, I have thought it necessary for the service of the country not to divide the State's fleet, so as to prevent our being insulted if we fall in with the foe ; and I have therefore brought the fleet to the nearest shallows and caused them to sail in, and was holding the State's fleet in accordance with the following resolutions of their H.M., viz^t. of the $\frac{2}{6}$ th $\frac{\text{Sept.}}{\text{Oct.}}$, and the $\frac{3}{13}$ th, and $\frac{8}{18}$ th October, 1653 ; and when the great calamity came upon us there was no possibility of sailing in. I trust that your Lordships will have duly received my letters sent off on dates as under, viz^t. the $\frac{1}{2}$ th and $\frac{1}{2}$ th $\frac{9}{9}$ th October, and the $\frac{24}{3}$ th, $\frac{2}{4}$ th and $\frac{2}{5}$ th $\frac{\text{October}}{\text{November}}$, in which I faithfully stated my views to your Lordships. It has further come to my ears that the merchants in the Meuse have complained that I did not provide a proper convoy for the ships. I beg your Lordships to believe me when I say, that I had only one ship belonging to the Meuse under my convoy, and I sent Captain Ruth Jacobsz. to convoy her ; and I beg that discrimination may be used in giving credence to such complaints. We now purpose, my Lords, as soon as God Almighty grants us wind and weather, to sail with all the ships that are now with us in to the Texel, because we cannot hold out at sea any longer, and there is not one of the ships but has suffered severe damage. At present we have the wind from the north quarter, which makes it impracticable for shattered ships to get into the Texel, &c.

Done on board the ship *'t huijs*
te Swieten lying off Texel, this
 $\frac{3}{13}$ th November, 1653.

I have to add, my Lords, that, after writing the above, we got wind and weather so far favourable that we were able to sail in to the Texel this afternoon with forty-two or forty-three of our ships, shattered and otherwise. Thanks be to Almighty God, who has been our guide and brought us to this haven. There are still several ships lying outside the shallows, with their masts and rudders gone, and I have given orders for them to be towed into the Texel. I beg to submit the above for your Lordships' information.

(Signed) WITTE CORN: DE WITH.

Dated as above.

1279. *Nov. 14, 1653.—A LETTER OF INTELLIGENCE FROM THE HAGUE*

[Thurloe S.P. i. 571.]

Sir,—They are debating and busy at present upon the sea and maritime affairs, and the Vice-Admiral hath advertised, that in the winter season it is impossible to ride at an anchor upon the coast of Holland: notwithstanding they were minded, that he should stay out, and now this tempest happening, they are very much troubled, and do wish that their fleet had come in, but de Witt hath writ that he durst not stay upon the coast; and he being forbid to come in, he resolved to keep out in open sea, nevertheless those ships that want provisions must of necessity come in.

They are at a fine pass here now: the English having hindered us all this summer from acting, do rest in the winter: and we think to have gotten much by fighting with the sea, the winter and the tempest, remotis Anglis.

Letters of the 4th of November are come from the commissioners, giving to understand that the

English are making ready a very great fleet : pre-supposing that the Vice-Admiral de Witt is still in Norway, and that with eighty frigates and eight of their great ships from Chatham they will go to visit him. But in the winter men ought to be quiet, as here at present they do most certainly repent themselves for having been so rigorous and violent against Admiral de Witt, having commended him to stay out at sea, notwithstanding that those of Zealand, who are used to sail and trade more in the winter than in the summer, were properly the cause of it ; and now cometh advice upon advice that the fleet have suffered very much in this last storm. Some say that ten ships were cast away, others speak of fifteen, others of twenty, yea, some of thirty : certain it is, that it blew a fierce storm upon Sunday, Monday and Tuesday ; and that although it was neither full or new moon, yet there was such a high tide at Rotterdam, that the like was never seen. The Wednesday they had just celebrated an action of thanks for the happy arrival of their fleet, and the next day came news that so many of their fleet were cast away. They make account at present, to keep out but thirty ships at sea, unless that the preparations of the English do oblige them to set forth more.

Nov. 4/14th, M.S.

1280. Nov. $\frac{4}{14}$, 1653.—DE WITT TO BEVERNING

[Thurloe S.P. i. 575.]

My Lord,—The fleet of this state having been now some days upon the coast, hath by a mighty storm, which God Almighty hath been pleased to send and to continue some days, according to the reports as we hear, suffered great damage, but we have not as yet any certainty what damage hath

been done ; and their High and Mighty Lordships, foreseeing the worst, have resolved to call in the fleet, to keep out at sea this winter season only some frigates. In the meantime their Lordships have proceeded to the election of two new Vice-Admirals and three Rear-Admirals.

In Portugal our businesses do not meet with that success as was expected. I am in haste.

Nov. 4/14th.

1281. Nov. 1⁴, 1653.—*BEVERNING TO DE WITH*

[Thurloe S.P. i. 575.]

My Lord,—We thought it our duty concerning the equipping and constitution of the sea-forces here, to advise their High and Mighty Lordships, that we are informed that the fleet of eighty-nine or ninety ships, whereof is mention in our former from time to time, hath steered their course out of the river, and part of them for Portsmouth, and part for the Downs, the first about sixty ships, which are already at Portsmouth, or there daily expected, and the other of sixteen or eighteen frigates which stay for the Lord Whitelocke to convoy him past the English and Scots coasts, which may afterwards remain about the North parts.

Westminster, Nov. 4/14th.

1282. Nov. 1⁵, 1653.—*WASSENAER TO S.G.*

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—[? I am enclosing] to your Lordships the resolutions passed by the Delegates of the several Boards and Committees of Directors here present, with regard

to the dismasted ships, and their order to the Naval Agents and Commissaries here to go the following day to inspect the ships that had their masts still standing, and to report to us upon their condition ; from their verbal report and written statement, which I am sending to your Lordships, it appears that only four of the ships aforesaid can be made ready in these parts to put to sea again. It has therefore been determined to send all the rest each to their respective districts, so that they may be made ready there again with the least possible delay.

Besides the four aforesaid ships, the least damaged of which will require at least fourteen days before she can be made ready, there are two more ships now lying ready in the Vlie, belonging to the Board of West Friesland and the North Quarter, the one called den Herder,¹ the other 't Wapen van Hoorn, in addition to the ship Frisia, which, according to the report of Heer Heuvel at Nieu-huijs is lying ready in the Vlieter, waiting only to complete her supplies and crew ; and these are all the ships in these parts from which their H.M. can receive any service for the next fourteen days or three weeks. We suppose that their H.M.'s former resolutions will be altered in part in consequence of the good news, viz^t. that two of the East India return-ships, together with some of the State's ships coming from the Mediterranean, the Straits-traders, and others that have been lying in Bergen and thereabouts, are some of them off the coast and inside the shallows, and one of the return-ships has already arrived in the Texel. We have also heard a great deal of firing from about the Vlie, and suppose that some of them have put in there. We have also had news, by a flute

¹ *I.e.* Shepherd.

coming from France, that Commodore Tromp likewise is off the coast. The good God grant he may get in quite safely, &c., &c.

(Signed) J. VAN WASSENAER.

On board my yacht, lying
in the New Deep, this
 $\frac{5}{15}$ th November, 1653.

1283. Nov. $\frac{6}{18}$, 1653.—BOURNE TO A.C.

[S.P. 18, xli. 116.]

Right Hon^{ble}.,—Since my last to you we have paid all the ships appointed unless the Mermaid.

The Assurance was paid last, upon whose pay I laid a stop of 40s. a man until the frigate be in the Rolling Grounds, and they make their appearance there aboard, the reason of this distinction in pay was because this company was second to the Mermaid in deserting their duty and capitulating about their pay, and I thought it expedient to do this for the conviction of themselves and others.

The Mermaid I reserved to the last, which to-morrow I purpose to command out into the Rolling Grounds, when they shall be paid the rather because this company was not only the first that broke the hedge and invited others thereunto, but also as an aggravation of their former boldness and insolence they mingled themselves yesterday with the Assurance's crew (whom I had brought to a willingness to accept their pay with the fore-mentioned condition) and sought anew to stir up and provoke their spirits to distemper. But I suddenly quelled that spirit, and proceeded to pay off the said ship: and committed one of the most refractory and stubborn to be secured at Landguard fort with the rest of this company's,

there being now 4 of the worst together, so that the business as to pay is now finished upon the matter, and we are quiet.

The Advantage came in yesterday from Yarmouth. I shall give order for her refitting and to-morrow they shall make way to enter upon her. Their men coming in at this season have an expectation of pay, and I purpose in case there be any considerable sum left to advance £300 or £400 by way of imprest to the captain.

Yesterday also came into the Rolling Grounds the Greyhound, who by the captain's relation hath met with extraordinary bad weather, and forced to Yarmouth Roads (that being the first place they could recover) which I am apt to believe, for we had about a week since the sorest storms at N.W. and N.N.W. for 3 or 4 days here that hath been known for many years. He waits for your Honours' orders, the wind at present being northerly.

Here is the Assurance, ready to sail, the Newcastle, Expedition, Convertine and Middleborough within a few days will be ready, they wanting some men at present.

I have taken all courses and means to lay a stop upon the men to prevent their going away, both by water and land, and have wrote as effectually as I may to the Mayor of Colchester and the constables of other towns that lie upon the pass of London : yet they find ways to run.

I desire your Honours' commands as to this part that when these ships are ready to sail and have so many men as will manage them, whether they shall sail for the Rolling Grounds or Hosely Bay, or Yarmouth Roads, where they will keep what they have in better order and government, and be in a way to increase their number.

Here are about a dozen pressed and sent from Yarmouth, but I desire your Honours would direct a word both to that, and to all other Corporations and towns who press men, that care may be taken in employing such faithful and able instruments as may not put the State upon charge of paying press and conduct money to such who signify nothing as to our present service and employment (most of them they press being boys and others very unfit for the work, and poorly clothed) which I shall send back so soon as others present. Most of the carpenters and caulkers being now put upon the Centurion, Andrew, Constant Warwick, Advantage and Recovery, I hope will hasten their dispatch, but some of them have taken up much help being greatly deficient when they came in.

I would gladly visit my family and habitation (having had a long spell upon this quarter) and now wait when your Honours please to grant my desire, and the rather because I find much alteration in my body, being much distempered. I shall give you no further trouble at present, but crave leave to assure you I am most humbly and no less heartily,

Y^r. Honours' at command,
N. BOURNE.

Harwich,
6 Nov. 1653.

1284. *Nov.* $\frac{7}{17}$, 1653.—WASSENSAER TO S.G.

[Archives of Hague.]

Noble and Powerful Lords,—My Lords,—I have safely received your Lordships' dispatch of the $\frac{4}{14}$ th instant, with extracts from your Lordships' resolutions of the $\frac{1st}{11th}$ and $\frac{3rd}{13th}$ instant; and in accordance with your Lordships' commands,

I have made their contents known to Vice-Admirals de Ruijter and Pieter Florisz. The former does not accept them entirely, but I hope to be able to persuade him to do so, especially if any assurance can be given him that he will not be obliged to transport his household to Amsterdam. I have already done all I possibly can to influence him, and shall persevere in my endeavours, and do not doubt I shall accomplish the matter. I am astonished, that no mention is made at all in your Lordships' letter of the disaster that has overtaken our fleet, of which I partially informed your Lordships in my letter of the $\frac{2nd}{12th}$ instant, with which a messenger was dispatched quite early the following day, and, as far as I can judge, ought to have reached the Hague before your Lordships' letter was sent off. But it seems that the messengers take their time, and I think orders should be issued on this point. Your Lordships will have seen from my letter of the $\frac{5th}{15th}$ Instant, that two return-ships and some other merchantmen, that have been lying in and about Bergen, have come in, partly here in the Texel, partly in the Vlie. Yesterday the ship *der Goes*, commanded by Jan Richwijn, came in here dismasted. He reports that he left Rochelle with twenty-five other ships, among which were seven warships coming from the Straits, viz^t. the ships commanded by Commodore Tromp, Captain Michiel Fransz. van der Berck, the said Jan Richwijn, the younger Boer from Zealand and Captain Slord, with the ship *Utrecht*, and the English prize carrying forty-two guns.¹ He thinks

¹ It is difficult to identify this ship if the *Leopard* had already, as reported in No. 1227, reached Holland, as the other vessels taken in Appleton's action off Leghorn were armed merchantmen, quite small vessels (*cf.* Spalding's *Life and Times of Richard Badiley*, p. 204).

that the others must all have put in to the Wielings on account of the bad weather.

Herewith, &c., &c.

(Signed) J. VAN WASSENAER.

On board my yacht lying
in the New Deep, this
17th November, 1653.

P.S.—Immediately after writing the above the Delegates here from the Admiralty Board of Amsterdam received a letter from Commissary Jacob Agges, of which I enclose a copy and beg to refer your Lordships to its contents.

1285. Nov. $\frac{10}{20}$, 1653.—BOURNE TO A.C.

[B.M. Add. 22546, fol. 146.]

Right Honourable,—The last night I received a letter from Mr. Blackborne wherein he signified your Honours' pleasure that I should, by my next, return an account of what ships are, and lately have been under my charge in this port, and also their present station. The substance whereof I humbly conceive I have formerly given your Honours.

The Convertine, Newcastle, Assurance, Expedition, Mermaid, Centurion, Middleborough, Constant Warwick, Advice, Recovery, and Malago Merchant, were appointed to this place by the Generals, who gave them orders to be speedily fitted, and I have several times given your Honours an account of our progress, as may appear by divers letters, wherein I have oft troubled you with complaints, and the truth is if provisions timely demanded had been seasonably sent down you had before this time been out of care for the fitting these ships, the contrary exercises my thoughts now for I would gladly see an end of this voyage.

The Mermaid's company being first in demand-

ing pay, and deserting their duty, were the last paid, and before they had a penny I caused them to sail, and afterwards were glad to receive it with a rebate of 3^d. per man deposited in their captain's hand till they sailed quite away, which to-morrow God willing they shall do, and those of them that appear not (unless discharged) shall forfeit that 3^d. also which I have signified this day to them.

The Assurance's company being second to the former I paid last but she, with depositing 4^d. in their captain's hands, and yesterday they sailed down below the ships, having everything on board, 4 of her company being chiefly active in raising up that evil spirit amongst them, I committed to Landguard Fort, where now they remain very seemingly sorrowful. I shall not release 3 of them without your Honours' orders, because they are not only guilty as to what I formerly intimated but also they have embezzled some provisions out of the ship they belong unto. I crave your directions what I shall do concerning them, whether the keeping of their pay, which is about a year's time, will satisfy for their thievery, and their imprisonment for their insolence, if it seem good to your Honours I shall proceed accordingly. The Conventine, Expedition, and Newcastle stay only for men.

The Middleborough and Malago Merchant are upon the matter ready also.

The Centurion, Advice, and Constant Warwick having had very much work done to them in their hulls and new masted, are yet imperfect, but the next week I hope will give a good blow to those works if the weather prove seasonable.

The Recovery deserves little cost to be bestowed on her, having robbed the stores long enough (if I may so say) she lies still at present till better ships are despatched.

The Advantage came in two days since and they are doing something upon her.

The Greyhound I advised your Honours in my last (dated the 6th instant) was arrived in the Rolling Grounds being forced to Yarmouth Roads by a violent storm, I then desired your orders concerning her.

And this is what account I am capable of giving both of the ships under my charge of late, as also their stations.

The ungrateful and disingenuous spirit in the seamen I lament, who are neither sensible of what is the public or their private interests but are below the beasts that perish. I hear that Ipswich and other parts are full of them, but here are few enough, they love not this air, since I have banished strong waters and sent some of them over the water.

I advised your Honours in my last of men prest and sent from Yarmouth, but they are not such as must do your work, which I signified to the bailiffs of that town and hope if they send any more they will be of another magnitude.

The Wildman, a fireship, in the beginning of the last summer, being leaky and having some provisions in her for the fleet, coming in hither by order, I have kept here till now, to receive in, and deliver out the remains of provisions taken from other ships under the State's pay (this being your own ship) and now have sent her up to Deptford with several remains of provisions (the greatest part whereof is not good) and have cleared all other vessels in which they were.

The Concord, according to the liberty given me is reduced to a naked hulk, and hath only two men upon charge to look to her, she being useful to take in guns and other provisions from the ships that come hither to be careened and tallowed.

I have not else to trouble your Honours about but crave pardon for this long discourse, and although my service be little worth, yet I shall always endeavour to manifest that I am, most really and readily to be commanded whilst I am

N. BOURNE

Harwich, 10th November, 1653.

1286. Nov. $\frac{10}{20}$, 1653.—*A LIST OF THE DUTCH SHIPS that were cast away in the storm on the 29, 30 and 31 Oct., 1653. N.S.*

[Thurloe S.P. i, 582.]

1. The Liberty, all the men lost.
2. Prince William, Captain Boceman, all the men saved.
3. Gouda, John Egberts,¹ captain, half the men saved.
4. The Moerian, Captain Tol, half the men saved.
5. King David, Captain Vogelsang, all the men drowned.
6. Ship Amsterdam, Captain von Kempen,² all the men drowned except 14.
7. Captain Cuyper.³
8. A flute with provisions.
9. The Golden Lyon, Jacob Pens, captain.
10. Flushing, Captain Jacques.
11. The Crowned Love, Captain Hartman.
12. St. Vincent, Captain Kleyntje.
13. Ship, Wagenaer.⁴
14. Captain John Rootjes.
15. The ship Justice, Captain Swarts, all the men drowned.

Sent and received here 10 Nov. o.s.

¹ This is the Captain Ooms of No. 1277.

² or Campen. Cf. No. 1277.

³ The ship der Gaes. Cf. No. 1276.

⁴ *I.e.* the Graef Hendrick, commanded by Captain Wagenaer. Cf. No. 1276.

1287. Nov. $\frac{11}{21}$, 1653.—*ADVICE sent by the Dutch Ambassadors to the States-General from Portsmouth.*

[Thurloe S.P. i, 583.]

There was brought hither on Saturday last $\frac{5}{15}$ th of this month £18,000 to pay off the ships that belong to this place. Here are come 10 men of war from London to be paid here, and when the men come on board to be paid, they are kept on board, and not suffered to go on shore again to fetch their cloaths, and to take their leave of their friends. These ships lye ready between Portsmouth and the Isle of Wight to go to sea : some of their names are Fairfax, Essex, Charity, Speaker, and Worcester. In the harbour of Portsmouth lye 7 ships more, all unfit, besides two that will be soon ready.

Here is a ship building of 60 guns, which will be ready against May.

Here is expected from Plymouth the ship Hannibal, with some merchantmen.

Here is yet great discontents among the seamen : I saw five of them put into prison for rising against their captain.

It will be three weeks first before their fleet will be ready to put out to sea. It is said, the general rendezvous is to be in the Downs. General Monck is to go in the ship Swiftsure, or Fairfax.

Portsmouth, Nov. $\frac{11th}{21st}$.

1288. Nov. $\frac{12th}{22nd}$, 1653.—*MONCK TO C.o.S.*

[S.P. 18, xli, 138.]

Right Hon^{bl}.—This morning I called a Council of War of the respective commanders in the ships now riding here to know their state, an account

whereof will appear by the enclosed list to the Commissioners of the Admiralty that a timely supply may be made according to their respective wants, also that the ships and frigates now fitting out at Deptford and Woolwich may be hastened down hither, where upon arrival I shall take care to quicken the commanders and other officers in their duty, in order whereunto your Lordship's commands to the Commissioners of the Navy will be of no small recommendation to their dispatch ; and upon their coming down hither you may expect an account thereof with their condition from time to time ; having nothing more at present but to assure you that I am, [etc.]

GEORGE MONCK.

Aboard the Swiftsure,
now in the Hope,
the 12th Nov., 1653.

1288A. Nov. $\frac{1}{2}$ ^{$\frac{2}{2}$} , 1653.—*A LIST OF SHIPS now in the Hope with their present state.*

[S.P. 18, xli, 138 (i).]

Men on board.

Swiftsure	230	Wants some of her dry provisions, but are expected down every day.
Fairfax	40	Hath most part of his beer on board, but no other provision. Hath but 8 guns.
Unicorn	20	Wants all his provisions and 4 of his guns.
Hannibal	60	Wants nothing but men.
Mathias	104	Wants only 10 tons of beer.
Laurell	100	Is every way fitted, and wants only men.
Kentish	100	Wants only men.
Paul	50	Hath only 17 $\frac{1}{2}$ tons of beer on board and wants everything else.
Katherine	120	hath but 6 weeks' bread and beef, no butter nor cheese, jam, beer, but will carry 6 months of all provisions.

1289. Nov. $\frac{15}{25}$, 1653.—HATSELL TO N.C.

[S.P. 18, cl.]

Gentlemen,—Since my coming home I have given dispatch to the several ships in the margin.¹ The *Welcome* and *Cocke* had much carpenters' work done to them to make them strong and staunch for a winter's tugging in the Channel, some of them have dipped a little deep in my store of cordage for their supply. And now is come in the *Portland* and *Nonsuch* who will want of that commodity also, which I shall give them, and when all mine is done I must crave Y^r Honours for a supply. I have urged all means, and got little or none since I came home.

I have given order to the frigates and ships that are to the westward that if they meet with any vessels with hemp or cordage (be they of any nation) to bring them in, and I shall do my best to get some from France, though I have cause to doubt that all endeavours that way will prove fruitless, yet I shall make an essay.

The *Nonsuch* came in on Saturday having met with a great Dutch man of war off the *Lizard*, with whom she had a pretty sharp scuffle, in which the boatswain and trumpeter of the *Nonsuch* were slain, her Lieutenant, Master and Chaplain wounded, her main and foretop masts with her foreyard, disabled, her rigging much shattered, and sails very much shot, for supplying of all which all hands concerned are at work. My store of sail-cloth is all ended in supplying those ships already dispatched and the *Portland* wanteth near a whole suit, which I shall get her provided withal. I have

¹ Assistance, *Sapphire*, *Elias*, *Welcome*, *Hampshire*, *Hector*, *Little President*, *Hopewell* pink, *Cocke*; *Portland*, *Nonsuch*, now in hand.

to desire you to issue an order to the subcommissioners of prize goods here to furnish me with ten or twenty balletts of royals, part of that linen cloth which was taken by the Sapphire, there being a good quantity of royalls in that parcel, as we judge by the outside of the balets which I conceive and offer you accordingly to be very useful for the Navy, and shall wait your pleasure therein.

The rosin that I wrote you of, that was supposed to be near 40 tons, I have had exactly weighed, and it wants somewhat of 18 tons, the one half thereof I shall send to Portsmouth the first wind, there being a vessel bound thither. I shall get what more I can of that commodity, and will advise you.

I understand of two or three Dutch men of war towards the mouth of the Channel, whither are sailed the Assistance, Hampshire, Richard and Martha, Sapphire, Elias and Hopewell pink, who if they met with them will, I hope, give a good account, etc.

I have had some trouble with sick men which came out of several ships, especially the Welcome, out of whom came near 60, which I was constrained to quarter in tippling houses, and some in the country, most of them are returned and put aboard again so that I judge there are not above 40 or 50 at most sick ashore of all the ships, which lodge in tippling houses to their great detriment.

I have written to M^r. Blackborne to desire him to take his time, and to move the Commissioners of the Admiralty to appoint the taking of a house to keep them altogether, and to have persons to have care of them, which would not only be far the better for the poor men, but of less charge to the State—pray second it.

These poor men are (many of them) out of clothes, and how to supply them I know not.

The Cocke was a very noisome sickly ship, but I have caused her to be cleansed and her ballence to be taken out, which was very loathsome, and clean to be put in. She had many men sick, and had one chirurgeon, he being turned over to another ship when they came from the Fleet. I have gotten an honest able man, and shipped him and paid his impress and gratuity.

The chirurgeon of the Welcome by reason of the great sickness amongst them had spent near all his medicaments, so I have paid him £5 on account.

I am earnestly solicited by the captains and clerks of the cheque to pay the money allowed for sick men which they crave every six months, I have not paid them any since I came down, judging it must come from the Prize Officers, but ours here have no order for it—pray give me your thoughts and help in it. I have been tardy in troubling you all this time. I shall earnestly attend your answer to each particular desired, which is all at present I have to offer you, do remain [etc.]

HENR. HATSELL.

1290. Nov. $\frac{17}{27}$, 1653.—*MONCK TO A.C.*

[S.P. 18, xli, 158.]

Gentlemen,—Yours of the 16th instant I received, and am glad to hear you have given effectual orders for a speedy supply of those ships with me in the Hope and that there are some ships ready to fall down unto us which is a great furtherance to the service, and do desire that the rest may be fitted out with all the expedition that may be.

I have appointed the Assistance, Nonsuch, Sapphire, Hampshire, Richard and Martha, Hope-well pink and two Dutch prizes to ply between the

Lizard and Scilly, and have ordered Captain Roger Martin, commander of the Bristol frigate, to command them, which I think will be a sufficient guard for the place, and have also ordered Captain Martin to appoint two ships of force to ply to and again before Brest, and beyond Scilly if the service requires it.

I am heartily sorry to hear the Council of State hath taken away the embargo, which will be a great hindrance towards the manning of the great ships unless they be speedily got down to the Hope.

The Captain of the Cocke, notwithstanding I have given him orders to make his immediate repairs to the ship under his command, as yet is not gone down. I do therefore desire that you will order him forthwith to repair on board or else I shall be forced to give that command unto another.

I am very glad to hear that Captain Goodson intends to go to sea with us, and shall expect him accordingly. Not more at present, but that I am [etc.]

GEORGE MONCK.

Swiftsure, in
the Hope,
the 17th November, 1653.

I have written unto Captain Lane to make his repair on board the Triumph but cannot as yet hear from him, and do therefore desire if you think it convenient to let Captain Jordan have the command of her in case he doth not speedily come. The Worcester and Adventure is come down here.

In case Captain Jordan commands the Triumph, then I do desire that Captain Goodson may command the George, and I shall find out some honest man to command the Unicorn.

1291. Nov. $\frac{18}{28}$, 1653.—A LETTER OF INTELLIGENCE FROM HOLLAND

[Thurloe, S.P. i, 593.]

De Ruyter informed their Lordships upon the 22nd instant, that the third East India ship from Bergen was seen upon the coast and had set her course towards Zealand whereto she belonged ; but appears since, that the said Ruyter was mistaken, for that the Resident de Vries writes from Denmark, that ship, with 60 merchantmen from several parts with two convoyers, lye still at Vleckeren,¹ and that at Gottenburgh were some English ships laden with masts and two convoyers. So that now the commissioners of the Admiralty and those of the States General are daily consulting together, what fleet is fit to set forth to sea this winter, and what ships are sufficient to fetch home the fleet at Vleckeren, and to way-lay the English at Gottenburg, and a list is to be brought into the assembly of all such ships as they intend for these exploits. In the meantime, upon the desire of Holland, the Admiralty of Amsterdam are commanded to send 15 or 16 men of war, to lye ready towards the Dogger Sand, there to look for and expect the fleet from the Eastland and the ships with the guns from Denmark, which are expected with the first, according to the advice from the Resident. And just now the Admiralty of Amsterdam have advised their Lordships, that the Eastland fleet of 80 sail and with them the ships with guns, having with them 360 guns, are arrived in the Vlie. So that now it is very probable they will keep out no great fleet this winter, save some ships to cruize to and again in these seas, and they have already discharged 30 men of war, which were hired vessels, and if they

¹ *i.e.* Vlecker.

could get seamen enough together after they were discharged, they would discharge near their whole fleet for this winter, but for that reason chiefly, they will keep abroad some part of their fleet.

In the meantime they equip very vigorously against the spring, being much encouraged by the arrival of their fleets this latter end of the year, and especially these last 80 with the guns. Thirty of their new frigats are built and will be equipped and fitted against February. They have ordered 30 other new ships to be built forthwith, and to be set on the stocks before the winter begins, and all utmost diligence is used to form this war against England in a better manner than heretofore, wherein their intention is to settle a constant fleet of 100 sail of ships of war as a standing body, which they hope to have in readiness in February or March next, besides two other squadrons to convoy their merchantmen, and they are contriving a constant maintenance for them. Only the States. of Overysseel have advised their Lordships, that they shall not be able to raise their share towards the sea equipage so speedily as they hoped, and desire to be excused and that it may not be ill taken.

The Hague,
Nov. ¹⁸/₂₈th.

1292. Nov. ¹⁹/₂₉, 1653.—MONCK TO A.C.

[S.P. 18, xli, 162.]

Gentⁿ.—Yours of the 17th instant I received with the copy of a letter from Commander Willoughby then enclosed, and have appointed the Laurel, Mathias, and Martin to ply between Dungeness and to the westward of Boulogne, who set sail accordingly yesterday in the afternoon, and

VI.

M

have also dispatched a letter to Commander Willoughby with a blank order for him to appoint any frigate as he shall think fit to ply in that station in lieu of the Mathias, who is then to sail to Ellen Road and follow Captain Howet's order, and as to yours of yesterday's date, I have also designed four frigates, now at Harwich, viz., Newcastle, Constant Warwick, Mermaid and Assurance to ply between the Dogger Bank and the Riff, supposing it to be the best place to answer the service expected from them.

According to your order I shall also issue commissions to Captain Goodson to command the George and Captain Jordan the Triumph withal, desiring that Captain Hill may be removed into the Unicorn, Captain Smith into the Worcester, and Captain Allen into the Advice, if you shall think fit, also the lieutenant of this ship to be commander of the Princess Mary (till the launching of the new frigates), whose honesty as well as ability will gain your consent for his remove into one of them of considerable force.

I was yesterday informed by John Poortmans that you have received order from the Council for payment of the prize money which is to be managed by him though he had business enough before, yet (in regard it is your desire) he is willing to undergo the trouble thereof, and saith also that you intend my own or partner's hand shall go for receipt of the money, wherein I desire to be excused, considering that if he should miscarry I must be accountable for the same unavoidably, though you intend it not, and therefore I judge that his single receipt will be sufficient if he have instructions to dispose of it, but according to the order of myself and partner. It will be necessary that the money be speedily sent down if you make proclamation thereof, as you

intend, and in order thereunto I shall send up John Poortmans to receive it, except it can be procured and sent down by content, which I had rather should be.

There is Captain Robert Plumby, commander of the Sampson, who is honest and valiant and confirmed by M^r. Willoughby's recommendation unto me, my desire therefore is that he may be in your eye for command of the frigate now building at Shoreham.

By a letter this day from the Officers of the Ordnance, I understand they have received your order to take security from all gunners to give in a faithful account of the stores committed to their trust which I do conceive will hardly be practicable, for the security will thereby be engaged to account for such gunners if they should be slain or die otherwise during their employment, and 'tis possible, if not probable, some imposition may be made after their death, which will not be reasonable for the security to answer for: also, if any gunner dies at sea the place must stand void to the prejudice of the service, except the party succeeding do put in security which (if it be had) will hardly be procured there, and therefore do humbly offer as my weak opinion that as special care be taken to place honest men as can be, and to make a particular declaration that any such persons as shall be found to offend by embezzlement, &c., shall undoubtedly suffer death according to the Laws of war, which I conceive will be more terrible than the other.

I am [etc.],

GEORGE MONCK.

Swiftsure, in
the Hope,
the 19th Nov., 1653.

1293. *Nov.* $\frac{1}{2}\frac{9}{9}$, 1653.—*WARRANT BY MONCK*

[S.P. 18, xli, 164.]

Whereas it hath pleased the Lords to destroy and make unserviceable a considerable part of the Dutch fleet which lay before the Texel, so that it's thought necessary to send three or four frigates to annoy the enemy thereabouts, you are, therefore, on sight hereof, wind and weather permitting, to set sail with the ship under your command in company with the Newcastle, Assurance, and Mermaid, and ply between the Dogger Bank and the Riff, or thereabouts to intercept all such Dutch merchant ships daily expected from the East country laden with masts, hemp pitch and tar, observing such instructions and directions as you shall receive from Captain Nathaniel Cobham, commander of the Newcastle frigate, till further order, and this shall be your warrant given under my hand and seal on board the Swiftsure, 19th November, 1653.

GEORGE MONCK.

To Captain Richard Potter,
commander of the Constant Warwick.
The like to Captain Philip Holland,
commander of the Assurance.
The like to Captain James Alleson,
commander of the Mermaid. These

a true copy.

1294. $\frac{Nov. 22}{Dec. 2}$, 1653.—*BOURNE TO A.C.*

[S.P. 18, xli, 171.]

Right Hon^{ble}.,—This morning I received a letter from General Monck with intelligence of the great and immediate appearance of the Lord against the Dutch in the late storm, which is much to be acknowledged of all who wait for him.

And thereupon he hath issued out orders to

the Newcastle, Assurance, Constant Warwick and Mermaid to ply over and by betwixt the Dogger and the Riff to intercept the Holland ships out of the Sound, etc. The two first are ready to sail, and shall, God willing, to-morrow, proceed accordingly, but the Mermaid sailed hence about a week since, but was 2 days ago in Yarmouth Road, and I have sent to stop her if it come time enough. As for the Constant Warwick she will not be ready this 8 days at soonest to sail, of which I have formerly advised the General, therefore presume he mistook her for the Expedition, which is ready, and thereupon I have given order to her in the room of the Constant Warwick.

The Middleborough is ready all the want is men so likewise others.

The Centurion is careened, and all carpenters' work finished. The Advice is likewise done as to that part except tallowing, which shall be done this week, if the Lord give us reasonable weather, as also the Constant Warwick.

I hope I may with Y^r. Honours' approbation, and without prejudice to the affairs, repair home-wards next week, myself and family being not well. I shall at present trouble your Honours no further, being in expectation to receive your command in answer to my last, so crave leave to remain [etc.],

N. BOURNE.

Harwich,
2nd Nov., 1653.

1295. ^{Nov. 28}/_{Dec. 8}, 1653.—MONCK TO A.C.

[S.P. 18, xli, 182.]

Gentlemen,—I understand that you are in some dispute amongst yourselves whether or no you shall fit out the great ships presently, or towards

the spring. I shall make bold to offer my thoughts concerning it. In case you are not assured that we shall have a speedy peace with the Dutch I conceive the service will suffer very much unless they be expedited out for these reasons. First, because you will not get them manned ; second, that then the Dutch will get their summer fleet ready before yours, which in case they should, instead of our blocking them up in their harbour we shall be by them blocked up in ours, so that one of the chiefest advantages against them will be for to get out our summer fleet before theirs, and all the objection that I know you have against it is only for cleaning of the ships against the spring ; let not that hinder the furtherance of them, for we shall take care to keep them clean, and every way fit for service, if not, lay the blame on us, and do desire, if you are not assured of a peace, that you would settle officers in them, and speedy them forth as soon as you can.

I hope by the latter end of this week we shall, with twenty sail of men of war, sail to the westward, and therefore do desire that you would quicken the victuallers and their instruments for a speedy furnishing of those ships that are here and coming forth of the river, with all things they stand in need of.

Here enclosed is a list of such ships as are now in the Hope, which is all at present from [etc.]

GEORGE MONCK.

Swiftsure in the Hope,
the 28th Nov., 1653.

(No list attached.)

1296. Dec. $\frac{2^{nd}}{12^{th}}$, 1653.—*PROCEEDINGS OF C.O.S.*

[S.P. 25, lxxii, p. 151.]

Council of State, Friday, Dec. 2, 1653.

That General Blake and General Monck be appointed and commissioned Generals of the Fleet in pursuance of an order of Parliament of this day.

That the Parliament be humbly moved that Major-General Disbrowe and Vice-Admiral Penn may be appointed to be two of the Generals of the Fleet, and that they may be joined in a Commission with General Blake and General Monck, and Mr. Sadler is desired humbly to move the Parliament herein.

That Rear-Admiral Lawson be appointed Vice-Admiral of the Fleet instead of Vice-Admiral Penn.

That Colonel Rob. Blake, Colonel George Monck, Maj.-Gen^l. Disbrowe, Vice-Admiral William Penn and John Carew, Esq^{rs}. be humbly offered to the Parliament to be of the number of the persons who shall be appointed Commissioners for the Admiralty and Navy.

1297. Dec. $\frac{3^{rd}}{13^{th}}$, 1653.—*MONCK TO A.C.*

[S.P. 18, xlii, 12.]

Gentlemen,—Having received order from the Council of State this morning that no opportunity might be lost to sail from hence with such ships as are ready, I did forthwith call a Council of War to know their present state, and do find about 20 sail will be ready the 6th instant, if some part of their provisions and stores which they want, be sent down in time, about which I have already writ to the respective officers concerned for their supply, but do desire it may be seconded by you, that so if

wind and weather permit, I may set sail accordingly by the time aforementioned.

Since the embargo hath been taken off seamen are very hard to be got, although all care and diligence hath been used to answer that want, and I doubt we shall be forced to sail with 20, 30 and 40 men short to each ship except 4 or 5, which are full manned. I hope some care will be taken that the ships which follow may bring men enough for themselves and us, as well as for those ships at Portsmouth, which I understand there is great want of by a letter from M^r. Willoughby, and in order to that, give me leave to offer that I suppose it would be of some concernment if the masters of merchant ships were enjoined to allot more wages to seamen with them than the State doth, also that care might be taken for their impresting in every seaport town in England by the chief magistrate of such places, and upon notice given I shall take care to send some ships or vessels for their reception.

I am informed by John Poortmans that he hath no order for disposal of the prize money in his hands, which I desire you will send down very speedily by reason of our sudden sailing from this place, and the seamen's expectations thereof being very high. Not more at present but that I am [etc.],

GEORGE MONCK.

Swiftsure, in the Hope,
3 Dec., 1653.

1298. Dec. $\frac{5}{15}$, 1653.—*RUIJTER TO S.G.*

[A.o.H. Translated.]

Noble and Powerful Lords,—I safely received, on the $\frac{1st}{11th}$ Instant, your Lordships' letter of the $\frac{29th}{9}$ ^{November} _{December}, being in effect an answer to mine of

the $\frac{22}{2}$ nd $\frac{\text{Nov.}}{\text{Dec.}}$, and stating that your Lordships had been pleased to confer upon me the Vice-Admiraltyship of the Province under the direction of your Lordships' Admiralty Board at Amsterdam, and that I, in my letter above referred to, had endeavoured to excuse myself from the acceptance of this office ; on which account your Lordships are expecting me in Amsterdam. In reply to which I beg to assure your Lordships that I am most deeply grateful to your Lordships for conferring upon me the said office of Vice-Admiral, the more especially as I am not one who seeks high office, but serve more for love and for the good of our beloved Fatherland, than in any way to seek important positions. Wherefore I beg your Lordships will be pleased to discharge me from the aforesaid office, and permit me to finish my service in the Province of Zeeland, where my fixed home is. But, in order to comply with your Lordships' gracious purposes and plans, as soon as I learn your Lordships are to meet again on matters of business, I shall at once repair to Amsterdam without loss of time, and shall endeavour by word of mouth to satisfy your Lordships more at large, and to convince you on this matter.

Herewith, etc., etc.,

(Signed) MICHEL ADR. RUIJTER.

Middelburg,

the $\frac{5}{15}$ th December, 1653.

1299. Dec. $\frac{16}{26}$ th, 1653.—INSTRUCTIONS BY
GENERALS

[Sloane MS. 3232, fol. 79.]

Instructions for all commanders in chief of squadrons, for all flag commanders in their divisions, and for all captains of ships at sea, in the service of the Commonwealth.

By Robert Blake, George Moncke, John Disbrowe, and William Penn, Admirals and Generals, of the fleet set forth by authority of the Commonwealth of England, and for defence of the same.

Whereas there are, and may be from time to time, sundry exorbitances and miscarriages amongst sundry persons in the fleet, for restraining whereof General Councils of War cannot be so frequently called as were requisite ; for preventing therefore of the same, and for regulating and governing the fleet, in better order for the future, according to the laws of war, and ordinances of the sea, ordained, and established by Parliament of England, we have thought expedient, and do hereby order as followeth.

That the first article of the said laws and ordinances be duly observed by each commander, of and in the fleet, according to the true intent and tenure thereof.

That the chief flag, (or commander of each squadron,) with the assistance of the Council of War of the squadron under his command do fully determine, sentence and punish all offences committed against any and every of the articles of the laws of war, and ordinances of the sea, by any person belonging to any of the ships in his respective squadron, provided that no execution or sentence of loss of life or limb do proceed (if the fact do so deserve) until that we, the Generals, be made acquainted with the crime, (the criminal being still secured) as also with the dispositions against and defences made by the offender, with all circumstances thereon depending, and the same delivered to the judge advocate of the fleet, to be enregistered, and kept upon record. Provided also that no sentence for the cashiering of a captain

of any vessel of war of the State's, or in their service, do pass until that we Generals have had information of the whole, and that the proceedings be delivered as abovesaid to be recorded.

That each commander bearing flag, subordinate to the chief commander of any squadron, calling to council with him the commanders of the ships of his division that shall be present, to the number of three at the least, have hereby power to determine, sentence, and punish all offences against any and every of the said laws and ordinances of the sea, that are or shall be committed, within the ship (or any ships of the division) under his command. Provided that no sentence of loss of life or limb, do pass upon any person, or of cashiering of any captain, until we, the Generals, be made acquainted with all circumstances of the proceedings, and likewise provided that no sentence of cashiering any lieutenant, or master of any ship of war of the State's, or in their service shall pass until the chief flag or commander of that whole squadron be informed as aforesaid, and that the information and dispositions be remitted to record, as in the former section is expressed.

And it is hereby likewise ordered, that whensoever any vessels consisting of three ships of war, or more, shall be sent as commanded, towards any guard or station, the commander of that party, shall have, and hereby hath the same power to punish, any manner of crime, or person that is hereby given unto the flag commanders of a division, during the time of their stay abroad.

It is farther ordered that the captain of each particular ship of war, of the State's or in their service, calling to his assistance the lieutenant of the said ship (if any be thereupon allowed) with

the master, his mate, clerk of the cheque, gunner, boatswain, and carpenter thereof have hereby power to examine, bring to trial and punishment, any person belonging to the ship whereof he is commander, for any and every offence committed against any of the said laws and ordinances of the sea, or against such orders as have been formerly or shall be made by us for retaining of mariners within board of their respective ships, for the containing of them in their duties whilst aboard, and for the punishing of any who shall attempt to carry them thence without leave first obtained, and this order is farther to extend to the punishing in like manner, of any offence committed on shore, in any place or harbour into which any of the ships that are or shall be in the service of the State, shall be sent, (or may have occasion to put in) by any person of or belonging to any such ship or vessel, as also of any offence committed against any orders already made or hereafter to be made by us, for the prevention of fire, or any other accidental mischance by miscarriage of light, taking tobacco, selling strong water or strong drink within board, or the breach of future orders for the avoiding of mischiefs or inconveniences in the fleet. Provided that no sentence of loss of life or limb do pass, nor the cashiering of any officer having a commission or warrant for his place, but that all such officers be remitted unto the commander of the party (if remote from the fleet) or to the flag commander of that division, or to the next superior commander in that squadron (or if he also be absent) to the chief flag or commander thereof according to the power by us devolved unto every of them in the preceding sections, and that each person within their cognizance respectively may receive

sentence, and undergo execution thereof condign to his demerits, reserving the case of loss of life or limb, or cashiering of captains, to our own immediate knowledge.

And it is lastly ordered that according to a former order of 16th May 1653, all commanders of ships of war in the service of the State, do without delay repair on board the flag of the division under which they are ranked, or the chief flag of the squadron, at all such times as a pendant or other signal for a council of war shall be put forth by any of the said flags, upon penalty of forfeiture of one day's pay for the first neglect, and the like for the second, unless cause allowable be shown to the contrary (in which case they are to send the officer nearest them in place or command [*sic*] to execute their absence) and upon refusal of payment to be taken into custody by the Marshall General of the fleet, until the same be made, and the same person offending a third time, to be presented and proceeded against at the next General Council of war, as a contemner of order and discipline, given under our hands and seals of anchor on board the Swiftsure this 16th day of December 1653.

GEORGE MONCKE,
WM. PENN.

1300. Dec. $\frac{16}{26}$ th, 1653.—MONCK TO C.o.S.

[Thurloe, S.P. i. 636.]

Rt. Honourable,—Since my departure from the Hope, in obedience to your commands, with such ships as were then ready for service, on the 12th instant it was resolved at a council of war,

that the fleet should ply between the Isle of Wight and Beachy, and over upon the coast of France, so near as with safety we might, in hopes to have met with those Dutch merchants' ships with their convoy of 30 men-of-war, whom we expected till now, supposing they would have come through the Channel this last eastwardly wind; but hearing nothing of their motion, and the wind being now westwardly, it was yesterday thought fit, with advize of the respective commanders in the fleet, that we should sail for Ellen Road, and there to ride in a ready posture upon any intelligence we shall receive of the enemy's motion: and in order thereunto have appointed several scouts for discovery of any fleet, as interception of any vessels they may meet withal in enmity with this Commonwealth. The enclosed ¹ is a list of what ships are now in a body, which I humbly present you with, and remain,

Your Lordship's most humble servant,
GEO. MONCK.

Swiftsure, at an anchor off the Culver Cliffs. 16 Dec. 1653.

1301. Dec. $\frac{16}{26}$ th, 1653.—*POORTMANS TO
BLACKBORNE*

[S.P. 18, lxii. 102.]

Sir,—After the letters coming herewith were sealed I received this further in command from the General that Colonel Whyte might be sent down to be advised with about a more orderly way of gunning the fleet for the future.

I desire you will please to send me some instructions for stewards and cheques, about 100

¹ Not given in the Thurloe papers, but *cf.* No. 1303.

of each, for I want them very much, there being many persons entrusted with these employments which have no instructions at all.

Y^r. most affectionate friend and servant,
JOHN POORTMANS.

Swiftsure,
16 Dec. 1653,
at the back of the Culverts.

1302. Dec. $\frac{17}{27}$ th, 1653.—ORDER BY THE
GENERALS

[S.P. 18, xlii. 80.]

On board the Swiftsure, 17 December 1653.

By the R^t. Hon^{bles}. Robert Blake, George Monck, John Disbrow, and Wm. Penn, Admirals and Generals of the Fleet of the Commonwealth of England.

For the future prevention of abuses, and those sad and lamentable events which have formerly and likewise lately happened by unresistable accidents of implacable fire to several vessels of the Navy and others, so far as may stand with the providence and mercy of Almighty God towards the fleet entrusted to our charge and conduct set forth by authority of Parliament of the Commonwealth of England for the defence thereof. It is hereby strictly ordered as followeth :

That no person of or in the fleet presume (after the watch is set) to have or keep any candles lighted between the decks or in any other part of this or any other vessel in service of the Commonwealth except such as are necessarily to be employed about the ship's use, and those to be carried in lanthorns only ; and that none but such be used in hold of this or any other vessel

under pain of severe punishment, and hereof the lieutenant, the master, his mates, the quarter-masters, boatswain and mates, with the yeomen of each vessel are to take especial care, and the Marshall General, with his deputies (in their several stations) are to take the offenders into immediate custody until censure do pass.

That no tobacco be taken between the decks of this or any other vessel of war, or in hold, or in the cabins of the same, under pain as aforesaid, and that all those mentioned in the former articles have a vigilant eye thereunto, and do endeavour to bring all delinquents to condign censure.

That no strong water or other strong drink be sold within board of this or any other vessel in the service, whereby mariners may be intoxicated, and rendered incapable of, and refractory to, duty, besides manifold mischances and mischiefs ensuing thereupon ; and the breach hereof to be under most severe censure and punishment.

That copies hereof be by the Judge Advocate delivered and dispersed through the several ships present, the same to be fastened in some convenient place, with the captain's name subscribed, whereby due notice may be taken of the premises.

Signed by their Honours' order,
JNO. FOWLER,
Judge Advocate.

Endorsed :

For preventing of fire in ships of the fleet.

1303. Dec. ¹⁷/₂₇th, 1653.—*A LIST OF THE WINTER GUARD*; ¹*with the Commanders' Names, Number of Men and Guns and in what Staçon. The 17th of December 1653*

Ships now in Ellence Road

Ships' Names	Men	Guns	Commanders
Swiftsure . . .	400	64	—
Fairefax . . .	300	56	John Lawson
Unicorn . . .	300	56	William Goodson
Marston Moor . . .	—	—	John Bourne
Hanniball . . .	180	44	William Haddock
Katherine . . .	[130]	[36]	[Willoughby Harman]
Paule . . .	120	30	Anth. Spatchurst
Halfemoon . . .	150	36	Barthol. Ketcher
Reserve . . .	180	44	Robert Clarke
Industry . . .	100	32	Shadrack Blake
Worcester . . .	220	56	William Hill
Pellican . . .	180	42	William Whitehorn
Midleburgh . . .	120	32	William Godfrey
Speaker . . .	300	54	Samuell Howett
Ruby . . .	180	44	Edmond Courtis
Pellican prize . . .	[120]	[34]	John Simonds
Faulcon . . .	[80]	[28]	Barthol. Yates
Heartease . . .	150	36	Thomas Wright
Rosebush . . .	120	34	Vallnit Tatnell

Ships at Portsmouth

Dolphin . . .	120	34	—
Guinia . . .	[150]	34	—
Discovery . . .	[180]	[40]	Thomas Marriot
Hound . . .	120	36	Jonathan Hide
Sattisfaction . . .	100	30	Michell Hutton
Great Charrity . . .	180	44	James Terry
Saphire . . .	140	38	Nicho. Heaton

¹ It will be noted that the men and guns do not always tally with those given in No. 1229. Figures and names in square brackets have been supplied from that list.

Ships plying between the Lizard and Scilly

Ships' Names	Men	Guns	Commanders
Bristoll . . .	200	50	Roger Martin
Assistance . . .	180	40	Willi. Crispin
Hampsheer . . .	180	40	Robert Blake
Elias	140	36	John Best
Hopewell pink . . .	—	—	—
Nonesuch	170	40	Thomas Penrose

Ships now in the River

Taunton	—	—	Rich ^d . Lyons
Tyger	170	40	Gabr ^{ll} . Saunders
Marmaduke	160	42	John Grove
Raven	140	38	John Taylor
Black Raven	150	38	Samu ^{ll} . Dickerson
Convert	120	32	Isaiah Blowfeild
Mary Rose	—	—	Jeffery Dare
Litle Presidnt ^t	[80]	[12]	Thomas Sparling
Bryar	90	24	Robert Samsom

Ships at Chatham

Tryumph	350	60	—
George	350	64	—
Andrew	360	60	—
Lyon	220	50	John Lambert
Thomas and Lucy	125	34	Andrew Rand
Sophia	160	38	Robert Kerby
Cock	140	36	Garrett
Welcom	200	40	Thomas Bennett
Rich ^d . and Martha	180	46	Eustace Smith
Westergate	140	34	Samuell Hankses
Hector	100	28	John Smith
Litle Charrity	150	38	John Gifferyes
Mathias	220	52	Thomas White
Lawrell	200	50	Rich ^d . Newbery
Kentish	180	50	Edw. Witheridge
Expedition	140	32	Thomas Vollis

Ships plying between Isle of Wight and Cape Barffler

Essex	250	56	Robert Saunders
Foresight	180	42	Rich ^d . Staynor
Dyamond	180	42	John Hermon
Portsmouth	170	42	Joseph Cubitt

Ships in the Hope

Ships' Names	Men	Guns	Commanders
Parrogon . . .	300	56	George Dakins
Dragon . . .	160	38	John Seaman
Tulip . . .	120	32	Clarke

Ships now at Harwich

Convertine . . .	220	44	John Hayward
Recovery . . .	80	24	Roberthay (sic) Tubb
Maligoe Mch ^t . . .	140	36	Henry Collins

Ships on the Scotch Coast

Vanity . . .	—	—	—
Advantage . . .	100	26	Edward Thomson
Primrose . . .	90	26	John Sherwin
Dutchess . . .	90	24	Edm. Smith
Sunn . . .	40	16	—
Greyhound . . .	90	20	—

Ships gone for Gottenbergh

Phenix . . .	180	44	Nicholas Foster
Elizabeth . . .	180	42	Christoph ^r . Ming
Mary Prize . . .	120	37	Henry Maddison
Guift . . .	130	34	Edward Barret

Ships on the Coast of Holland

Centurian . . .	200	42	Robert Nixon
Newcastle . . .	160	40	Nathan Cobham
Mermayd . . .	100	26	James Ableson
Advice . . .	180	42	Francis Allen
Constn . Warwick . . .	120	30	Rich ^d . Potter
Assurance . . .	160	36	Phillip Holland

Ships on the Coast of Ireland

Fortune . . .	100	32	—
Mayflower . . .	130	34	—
Parradox . . .	60	14	—
Cignett . . .	80	22	—
Nightingall . . .	100	16	John Humpheryes
Fox . . .	90	22	Robert Vessey
Cardiffe . . .	130	36	Rob ^t . Story

Ships for guard of the Collier trade

Ships' Names	Men	Guns	Commanders
Sparrow . . .	60	12	John Whitwang
Swann . . .	80	22	Thomas Wilks
X th Whelpe . . .	—	—	—
Society . . .	140	44	Nicholas Lucas
Adventure friggt. . .	160	40	Peter Foot
Adventure Mechn ^t . . .	160	38	Joseph Taylor
Armes of Holland . . .	150	36	Robert Coleman
Falmouth . . .	120	30	Robert Mill
Red Hart Pink . . .	30	6	Southerne
Gr ^t . President . . .	100	44	Francis Parks

Ships in the Downes

Martin . . .	90	14	William Vessey
Nonesuch . . .	40	8	James Ody
Douke . . .	90	12	Robert Clarke
Plover . . .	100	26	—

Ships at Plymouth

Portland . . .	170	38	Edward Blagg
Sampson . . .	120	28	Robert Plumly

1304. *Dec. 26th 1653*.—REPORT OF FLEET
Jan. 5th, 1654 COMMITTEE

[S.P. 18, xlii. 64.]

Memorandum

In order to the timely providing of a considerable fleet for this next summer's expedition in case the war with the Dutch continue, it is humbly offered :

(1) That there be for a main body 130 sail, thirty whereof it is supposed will be continually absent as employed for convoy of prizes, washing, tallowing, and refitting, with other contingencies incident to so great a body.

(2) To be designed for the Channel and Land's End 12.

(3) For Ireland, 6.

(4) For Scotland, 6.

(5) For the back of Scotland to intercept trade, 12.

(6) For the guard of the collier trade, 4.

(7) That the main body with the rest be ready by the latter end of March, but those appointed for the back of Scotland should be in their station by that time.

(8) That a large magazine of victuals, masts and all other stores be timely provided at Harwich.

(9) That so large a provision of all sorts of ammunition, with masts and cordage be provided, as after an engagement we be not too long without recruits, for want whereof the service may be much prejudiced.

(10) That what merchant ships shall be taken into the service may be of the bigger sort and best gunned, and that we may have the favour to present captains for them, which we suppose may conduce to the good of the service.

(11) That there be nine fireships, one for each flag.

Endorsed :

Memo^d. for the Fleet brought by Col. Clerk and Lt.-Col. Kelsey.

1305. *Dec. 29th, 1653*
Jan. 8th, 1654.—MONK AND PENN TO
GENERALS.

[S.P. 18, xlii. 73.]

Gentlemen,—By a letter from General Disbrowe of the 26th instant, we have intelligence that there are a considerable number of Dutch merchant ships homewards bound from several

ports in St. Martin's Island, which concurs with what is come to our knowledge, and do suppose this last eastwardly wind hath brought them into the westwardly winds' way, and do hope they will not escape the party of frigates under the command of Captain Bourne, now plying between the Isle of Wight and Cape Barfleur, and several other frigates appointed to ply almost at every headland, and over upon the coast of France, as opportunity gives leave, so that all our nimble frigates are now abroad, and we apprehend will better answer the service than by a main body in the Channel this winter, as you are sensible of, yet we have ordered Captain Bourne to endeavour an embodying with us upon the first coming up of an eastwardly wind, it being our intentions then to sail from hence with the main body and ply in that station, or where else may most conduce to the better intercepting of any ships that wind may bring from the coast of Holland.

There are five prizes lately taken by our frigates which came from Nantes, four whereof are in this road, the other is sent into Dover by the Kentish ; the master of one of them informs us that he came from Nantes about 12 days since, where were no more in the river than those five which are now taken,

We are,

Y^r. very affectionate friends and
servants,

GEORGE MONCK,
WM. PENN.

Swiftsure in
Stokes Bay, the 29th
Dec^r. 1653.

The Vice Admiral informing us that you are satisfied concerning Captain Matham, and that

you are willing he should be employed in the service, we do desire you will signify so much in writing by your next, and we shall take care of him the first vacancy.

Endorsed :

For the R^t. Hon^{ble}. the Generals of the Fleet at Whitehall.

1306. *Dec. 30th, 1653.*—*N.C. TO A.C.*
Jan. 9th, 1654.

[S.P. 18, xlii, 74.]

Right Honourable,—Whereas the sad news of the two ships' loss, which brought 54 masts from New England not to be paralleled, is come to our knowledge, we think fit to signify our earnest desire that your Honours would write effectually to the Generals to cause the captains concerned to be strictly examined and dealt withal, according as the crime shall be found, for the terror of others ; the rather for that we have credible information they were taken but 14 leagues from the Lands End, and were brought quite through the Channel to Flushing, were 6 days in their passage, saw no frigates of ours, and the ships that took them lying one day feasting off of Dungeness.¹

We are according to your direction hastening what we may the ships bound for New England upon that account, wherein we are very sensible of how much concernment to the public service their speedy despatch both here and there is, especially as the state of affairs are now in our view. You were formerly acquainted by some of us of a necessity of sending a supply of goods thither for the lading of these ships, and of letters

of credit to be given to the agents employed in the service there for drawing bills of exchange upon the Treasurer in case of need, and we had your verbal assent to what was propounded, upon which we shall and do continue to act that the service may not suffer by delays, yet we desire an order under your hands (as is usual in such cases) empowering us to act herein both in sending goods, and otherwise as the necessity of the service may require, wherein we shall use our best endeavours in husbanding what is committed to us to the most advantage.

We remain at y^r. Honour's commands,

E. HOPKINS,
ROB. THOMSON.

Navy Office,
30 Dec. 1653.

1307 (undated).—*T. TAYLOR TO A.C.*

[S.P. 18, xlii. 114.]

To the Right Hon^{ble}. the Commissioners for managing the affairs of the Admiralty and Navy.

The humble petition and remonstrance of Thomas Taylor, Gunner of the Sovereign, Humbly Sheweth—

That your petitioner having (within these few days by your Honours' favour and justice) had a copy of a paper given into y^r. Honours by Captain Read, formerly commander of the said ship, containing several examinations taken before him in nature of a charge against the petitioner, wherein he humbly conceived these two particulars are materially suggested :

(1) The want of powder during part of the engagement.

(2) That the Sovereign's guns reached not so far as the Dutch ordnance did.

To the first, the petitioner affirms he was as well provided of all materials incident to his charge and office as any ship in the fleet, having in a readiness between 2 and 3000 cartridges filled and fitted to the sundry natures of the guns, though the captain is pleased to name a far lesser number, and to mistake in other particulars in that paper. And he profeseth in the providence of God he used his best and utmost endeavour with all faithfulness to serve the State in his place, was ignorant of, and much grieved for the neglect of his yeoman, and believes the reason why he made demur to deliver out the powder was in regard the boys came down without the cases, for want whereof y^r. Honours may conjecture how great danger there was to carry to and again in canvas or paper, cartridges among so many lighted matches, and in so great a hurry; so that the petitioner hopes and humbly prays y^r. Honours will not lay the blame of his yeoman's miscarriage upon him, when it was not at that part in his power to prevent it, being himself busied in making shot out of a cannon of 7 inches, whereby the mainmast of the Dutch Rear Admiral was shot by the board, and by that means was taken by our fleet.

As to the 2nd particular, it is conferred that some guns from the Dutch fleet shot farther than the Sovereign's, which y^r. petitioner humbly conceives to be for these 3 reasons:

(1) In that the Dutch allow a greater quantity of powder.

(2) For that they usually carry in their quarter

(whereas we perceived they slung their shot further) one or more of their best long guns, whereas ours are our chase pieces.

(3) But the most evident cause at that time was that by reason that the Sovereign then was at least a mile and a half to leeward, and therefore had not the advantage to carry a shot by a quarter part of the way with that to windward.

The premisses considered, your petitioner most humbly prays that if y^r. Honours shall not be satisfied with what is herein offered, y^r. Hon^{rs}. would be favourably pleased to appoint him a time of hearing, for which he hath waited there 6 months that so by y^r. Honour's favour and justice he may be restored to his employment, wherein he shall endeavour to do the Commonwealth faithful service.

And y^r. petitioner as ever bound shall pray,
&c.

THOMAS TAYLOR.

1308. *Jan.* ^{2nd}_{12th}, 1654.—MYNGS TO A.C.

[S.P. 18, lxv. 1.]

Hon^{ble}.,—In pursuance of your orders for the attendance of my Lord Ambassador Whitlocke the 15th November, we arrived at Gottenburg. Some foul weather. Parted company the day before, but through mercy are well arrived. My Lord and his retinue are well.

The 23rd my Lord set forward from Gottenburg to the Court. Contrary winds detained us until the 22nd December, we attempt[ed] once or twice to sail, but were forced in again : our ship's company hath been very sickly, above ninety men sick at a time, five died. At present, generally in a recovering condition. My Lord sent his

packet by the Phœnix, who got out of port a day before us, the wind taking us short, as we were going out [of] harbour. Under the Scaw we met with three Hollands men of war, and some eight or nine merchant men with them. We fired some guns upon them, but our sickly condition, our enemy's odds, and a lee shore, were the reasons upon which we left them. A day or two after came up with the Phœnix who had been in fight with a Hollands man of war¹—he had four men killed, eleven wounded and lost his bowsprit—the further particulars y^r. Hon^{our}. may expect from the next whom some two days since we left at an anchor thwart of these sands; we keeping under sail fetched in with Winterton where anchored under the stress of a southerly storm way over which forced him from his anchor to sea again. I shall use all advantages on our way to Portsmouth, our provision drawing towards an end.

Y^r. Honour's humble servant,
CH. MYNGS.

Yarmouth Roads,
this 2nd January 1653.

1309. *Jan. $\frac{3}{13}$, 1654.—MONCK AND PENN
TO A.C.*

[S.P. 18, lxx. 3.]

Gentlemen,—We are now upon sailing, though this wind be but little to the eastward of the north, intending to ply in the station we formerly acquainted you with.

Several times we have desired that provision might be made for such sick and wounded men

¹ Cf. No. 1310.

as should be sent to Portsmouth, Gosport or the Isle of Wight, and you have informed us that order was already given thereon, which doth not yet appear, for Mr. Willoughby tells us that he knows not which way the quarters of those sick men already sent ashore will be paid. We pray that some speedy course may be taken for payment of what money shall grow due upon that account, or else the service will be slighted, and poor men suffer very much, of which we have had some experience already.

Hearing nothing of our commissions as yet, we cannot but remind you of them, that one of your number being of the Council will move effectually therein.

We are,

Y^r. very affec^{te}. friends and servants,

GEORGE MONCK,

WILL^M. PENN.

Swiftsure,
near the Horse,
the 3rd Jany. 1653.

Since the writing hereof we have fallen down to Ellens Point, where we met with the Great President, Tiger, Tulip, Princess Mary, Recovery merchant, and Taunton.

1310. Jan. $\frac{3}{13}$, 1654.—FOSTER TO A.C.

[S.P. 18, lxx. 6.]

Honourable Gentlemen,—In order to a compliance with orders received from the Generals of the Fleet, enjoyning me to acquaint your Honours with my proceedings whilst apart from them, I humbly spread before you the dispensations of Providence towards us this present voyage, which hath been as followeth, viz.:

Having received on board the Lord Whitelock (Ambassador Extraordinary for Sweden) with his retinue and such goods as his Lordship was pleased to send on board, we set sail from the Hope the 6th November 1653, in company with the Elizabeth frigate, and such other ships and vessels as were appointed to attend the said Lord.

The seventh (being Monday about 8 at night the smack appointed to attend the said Lord Ambassador stood in for our own shore, and left us.

The 15th following, we landed his Lordship in the City of Gottenburg, where he was honourably received by the Governor and magistrates of that place.

The 30th, following, his Lordship began his voyage towards Stockholm, with rainy, blustering weather. The 3rd of December the wind came to the north and east. The Phoenix and Elizabeth frigates weighed anchor, and went to sea, the rest with the mast laden ships being then not ready to sail. The 4th ensuing, the wind came to the west-nor-west (a storm) which forced us room for Gottenburg again.

The 20th, following, the wind came to the S.E. (large enough to lead it out of that port); our men falling sick, provisions spending, and the time of great frosts approaching, there appeared a very great necessity to hasten to sea, for being there we could get home with winds that would keep us in that place; betimes in the morning we hastened to sail, the Elizabeth and the rest seeming to do the like. Being got to the sea, the wind came to the S.S.E. and blew very hard with much snow, which caused thick weather. We made what sail we could to fetch over upon the Jutish coast, which we did, and at 4 o'clock anchored in ten fathom water. Betwixt 6 and 7 at night

the wind came to the south-south-west with clear weather, at which time we see the land, and betwixt us and that a fleet of ships.

The 21st in the morning betimes we weighed anchor, and getting the weather gauge of them, endeavoured to discover what men of war were amongst them, and see only one ship of countenance, and a private man of war of eight guns, the fleet being Hollanders come from the Sound and seventy and two sail in number, some having six, some four, and others two guns apiece. Upon the discovery of our firing some guns amongst them, cut their cables and run towards the Sound. Before they got clear we boarded and manned three of them, clearly perceiving that if we took none before engaging their men of war, they would all escape whilst we were engaged, not doubting in the least (in the strength of the Lord) to be able enough to deal with them, I commanded the prizes to keep to windward of us, and about eight o'clock engaged them. After the passing of two broadsides the private man of war run after their fleet. We continued the dispute till 4 in the afternoon (all which time we passed broad sides, close board and board as fast as we could tack our ships). The enemy then run towards his fleet, we pursued him, and passing longst, gave him a broadside, and running out ahead of him, tacked upon him again, and gave him another broadside, each close board and board, we tacked again intending to board him, but ere we got up with him night came on and having our bowsprit shot by the board, our main and foremast dangerously shot through and through and scarce a shroud whole upon them, our hull being much shot, our best and small bower anchors shot in pieces, four of our men

slain and eleven wounded. Being in an enemy's country and none to assist us, not knowing what men of war we might (possibly) meet withal, nor what weather might ensue—we pursued him into 6 fathom water (off the shore) his ship being all along upon the careen, he continued firing off some guns as he fled towards his fleet. By which (as also by his most exceedingly shattered sides) we judged him in a sinking condition, and by firing of guns called to his fleet for boats to save his men, who were about 4 leagues off at an anchor under an island. During this day's engagement there hath stood upon the shore about four hundred horse and foot who have had the perfect view of us all the day. The best gun we have in the Phoenix carries but 18 pound iron, we received shot from the enemy of thirty and six pound weight. The dispute (and with it the day) being ended, we stood with our prizes and being in this condition durst not expose ourselves to sea till we had strengthened our masts, and spliced our rigging which was our work all this night.

At four in the morning we weighed anchor the wind being then at east, we endeavoured to double it about the Scaw, which then bore north north east from us, the wind forthwith veered to the north north east. We continued plying to windward all the day, but our prizes did little good of it. About 3 in the afternoon three Hollands men of war (two of them very great ships) being come from Holland to convoy their fleet, came right before the wind upon us. We, seeing that, bore to our prizes, and seeing no hopes left to preserve them, took out all our men. I commanded to fire them, but our men being in such a strait, and having so little time, the enemy hastening upon us, they omitted it, by the time all our men are

on board the enemy is all close up with us. They fired at us and we at them (unanimously resolving to sink or burn rather than to yield or call for quarter).

The two first shot they made (that raked us) the one shot the chain of our foreyard in pieces, and the other two-thirds of our maintopmasthead above the bearing.

They seeing us so disabled pressed exceedingly to get on board us—we bore what sail we could upon our maimed masts, and fighting through them, in one hour's time got without shot of them. They seeing we outstripped them so far after one hour's pursuit, bore to the prizes, who by this time were upon or near the shore, our men having cut away all their anchors, leaving them in the bottom of the Bay.

The 22nd, about 2 in the morning a Hollands man of war stood across our fore-foot, close to windward of us, standing over from the coast of Norway. At 8 in the morning the wind came fair for England, we bore away to sea. The 25th we came up with our own ships, come from Gottenburg (the morning after we had fought the enemy), having seen them two days before. But not knowing them to be our ships, stood not with them till our ship was refitted in the best manner we could. Captain Mings, in the *Elizabeth*, sent his boat on board and his Lieutenant, to know our wants, we both conclude to stay by our mast-laden ships till upon our own coast. But the 27th about 8 in the night a very violent storm running to the north northeast (as much wind as we could spoon ¹ before it) we lost sight of them, but doubt not of their speedy safe arrival, there being no fear of their falling with any of the enemy.

¹ Spound.

In regard (by reason of southerly winds) we were put to the westward; had the Lord been pleased to have ordered the Elizabeth to have come out with us (which it seems was prevented by the so sudden shifting of the wind) we had undoubtedly destroyed that whole fleet.

I am sorry the Commonwealth is not bettered by those prizes, which was impossible for me to preserve, but am glad the enemy hath sustained so much damage by one small frigate.

The Swedes at Gottenburg report the King of Denmark is much troubled that he affronted our nation by their ships being stayed, and blames evil counsel for it. De Witt (when last in the Sound) endeavoured to comfort him with a cordial of their great victory obtained against us at sea, giving him a list of 22 sail of our ships sunk, and eight taken, boasting much of their still putting us to flight, but the King's own subjects is able to inform him that the Hollanders, and not we, are still the flying party, and that one day our small frigate fought and routed their fleet and men of war, and the next day made her way (the Lord helping us) through three of their ships coming to avenge the quarrel, the least of which (as to countenance) exceeded the Phoenix.

I desire and hope the Lord will help me to lay to heart this his so eminent appearings on the behalf of our nation, and by such weak means to make England a terror to other nations, by a mere act of his especial providence in remote corners of the world in such a manner as I want words to express.

The Lord Ambassador Whitlock is said to arrive in Upsall, four Swedes' miles from Stockholm, the 24th of December, when he is to have his audiences. Being (by reason of southerly

winds) prevented from complying with the General's order (at present) being in Ousely Bay, I have sent to Major Bourne the condition of the frigate, and dimensions of our maimed masts, considering if I go for Portsmouth (according to orders received at my going to sea) and there not being masts to refit us, some time might be lost. According to his orders or advice, I shall, God willing, proceed.

In the interim, humbly craving your Honours' excuse for my prolixity.

I remain [&c.],
NICHOLAS FOSTER.

Phoenix frigate
this 3rd Jany. 1653.

Postscript,—The skippers of the ships (once in our possession) is now with their people on board the Phoenix.

Endorsed :

Captain Foster, from the Phoenix in Ousley Bay.

1311. *Jan. $\frac{5}{15}$, 1654.—LETTER OF
INTELLIGENCE FROM THE HAGUE*

[Thurloe S.P., ii. 7.]

A great storm lately happened in the port of Texel, wherein about 16 ships perished, one of which of the East Indies, with above 200 men in her, three other ships of war and all the rest merchant-men.

Before the said port there was seen lately a squadron of 16 English ships of war, but in this season it is not possible for them to subsist upon that coast.

Jan. 5/15, 1654.

1312. Jan. $\frac{5}{15}$, 1654.—DISBROWE AND
BLAKE TO THE PROTECTOR

[Thurloe S.P., ii. 9.]

May it please your Highness,—Two of the Lords Deputies, Newport and Beverning, have this day been at the Lady Ashley, near Maidstone and returned about 6 o'clock in the evening, since which time Colonel Doleman hath been with us, and acquaints us that all is agreed unto by the Deputies, and that so much hath been signified by them in a letter to your Highness, that they doubt not but a confirmation will be sent from their masters by the same frigott that wafts them over. We replied we could not order her to stay any time upon that coast, without your Highness' directions and therefore asked him, whether any such desire had been represented from them in their letter, or any answer returned thereunto? He told us, there was not: so that we forbear any giving such orders, unless we receive your Highness' pleasure therein. We understand by Doleman, that they intend to go on board to-morrow. The Amity being in the Hope, we have appointed her to receive them in and transport them for Holland, which they seem rather to accept of than the Paragon, she drawing less water. We intend to tarry here most parts of to-morrow and shall be ready to receive any commands from your Highness, which shall be observed by,

Your Highness' most humble, faithful servants,

JOHN DISBROWE,
ROBERT BLAKE.

Gravesend, Jan. 5/15, 1654.

1313. *Jan.* $\frac{6}{16}$, 1654.—*MONCK AND PENN
TO GENERALS*

[S.P. 18, lxxviii. 26.]

Gentlemen,—There being little hopes of any agreement with the Dutch, we do desire that what we acquainted you with in relation to a general embargo may not be laid aside, for the great ships with the new frigates and merchant ships intended for strengthening the next summer's fleet will take up 16,000 men besides those ships already here, which are but poorly manned, a list of which merchant ships we send you herewith enclosed, conceiving them to be the most serviceable and fittest to be entertained; they exceed the number intended by four, but I suppose that some of them are not at home, which will take away the overplus.

We have appointed Mr. Pointer, now Cheque of this ship to be Cheque of the Sovereign, and Mr. Hedges, now Master of the Marston Moor to be Gunner of her, also Mr. Bodham to be Cheque of the great frigate at Woolwich, which we thought necessary to acquaint you with that there might be no interfering. Soon after the departure of Lieutenant Rockwell from hence we did appoint another to be Lieutenant of the Kentish in his room, supposing he could not well return under a month's time, so far as we could judge of the ground of his being sent for up, and the ship being appointed to sea, it was thought the more necessary but not with any intention that he should be a loser by it, wherefore we desire he may be appointed Lieutenant to one of the 3^d ranked frigates now a-building, or else to one of the great ships which you shall think fit.

Had not the wind and weather been uncertain

since our last, we had been at sea; however, it is intended the first eastwardly wind to prosecute our former resolutions, not having more at present but to assure you that we are

Yours, &c.,

GEORGE MONCK,
WM. PENN.

Swiftsure in
Ellen Road,
the 6 Jany. 1653.

For the R^t. Hon^{ble}. the Generals of the Fleet at Whitehall.

1314. *Jan.* $\frac{9}{19}$, 1654.—*PENN TO A.C.*

[S.P. 18, lxxviii. 37.]

Gentlemen,—I hope that General Monck is with you ere this, from whom you will receive a full account of the state of affairs here to the day he went away, since which there hath little occurred worth your knowledge, only that the Centurion came into the fleet yesterday, whom I have ordered to ply between the Isle of Wight and Cape Barfleur, in company with the Worcester and 6 frigates more, already in that station, and hope in two or three days' time to make them up twelve. Here is also the Mary Rose and Nightingale; the latter, being very defective, I have ordered into Portsmouth harbour, likewise the Elizabeth and Nonsuch frigates which must be refitted, but the tides abating, I have ordered them to take in a month's victuals to keep them out till the next spring, in regard it will be lost time to send them into harbour till that time.

Not more at present but that I am, &c.,

WM. PENN.

Swiftsure in
Ellen Road,
the 9th Jany. 1653.

1315. Jan. $\frac{1}{2}\frac{6}{8}$, 1654.—POORTMANS TO
BLACKBORNE

[S.P. 18, lxxviii. 103.]

Dear Sir,—After long riding here and in Stokes Bay the wind is come about to the N.N.E., where 'tis supposed it will settle for some time, so that it is thought necessary the fleet should sail, which we are now about to do, and intend to ply in the same station which you have been already acquainted with, or where else may most conduce to answer the service.

I pray forget not to send down some printed instructions for clerks and stewards with laws marshal and encouragements for the seamen by the Ports[mouth] waggon this week, also a copy of the Order to the Commissioners of the Navy expressing what each officer of a ship shall receive during their continuance in Petty Warrant; Captain Bourne also, after his service presented, desires he may not be forgotten as to his extra allowance while he was the General's Captain. My humble service to the Generals, and in particular to General Monck, also to Captain Kelsey, and my kind respects to my brother Creed, which is all at present, but commending you to the good hand of the Lord,

I remain, &c.,
JOHN POORTMANS.

Swiftsure in
Ellen Road,
the 16 of the 11 month 1653.

Pray be not unmindful of the chirurgeons I formerly writ of, here is great want of them.

1316. Jan. $\frac{20}{30}$, 1654.—PENN TO THE
GENERALS

[S.P. 18, lxxviii. 138.]

Gentlemen,—Since my last, which gave you an account of our sailing from Ellen Road, we have plied in our appointed station between the Isle of Wight and Cape Barfleur, the wind having been for the most part to the northward of the east, and moderate weather. Little observable hath occurred, save only this that the Diamond frigate hath forced on shore on the French side a vessel which came from Newhaven,¹ where it is supposed she is bilged.

The Expedition also hath brought in a small vessel called the Hope of Camphire in Zealand bound for Bordeaux ; she is light, having only a few deal boards, besides ballast, in her.

I have appointed her to ride at the Spithead till further order. We have also met with several Hamburgers and Lubeckers come from Dunkirk, being light, they were most of them bound for Rochelle and Nantes. The Ruby, one of the squadron under the command of Captain Hill of the Worcester, did accidentally run on board a Virginiaman and sunk her, but 'tis supposed none were drowned except one.

If the wind continue eastwardly, as now it is, and the weather moderate, whereby the service may be answered to keep sea with such a body as this is, I shall continue in this station for aught I know to the contrary at present, and come within sight of the French shore once a day, as we have done hitherto for the most part, but have

¹ *I.e.* Havre.

a party of frigates lying so close under the shore as with safety they may.

Not more at present but that I am, &c.,

WM. PENN.

Swiftsure,
Cape de Hogue
bearing S.S.W. of us
about 6 leagues off,
the 20th January 1653.

This letter should have been sent last night according to its date, but being deprived of the opportunity, and the wind coming about to the S.S.E. hath occasioned the stay of it till our arrival here, whither it was apprehended most safe for the fleet to come, being bad weather, but the Essex, Kentish, Portland, Bristol, Taunton, Nonsuch, Great President, with the Marston Moor to command, are left in the station from whence we come. This day also the Portsmouth frigate came into the fleet, who being clean is a very good sailor, I have ordered to ply off the Land's End in the same station with the Sapphire, where I hope the Captain¹ of her will do good service, being a very active man.

WM. PENN.

Dated in Ellen Road
the 20th January 1653.

1317. Jan. $\frac{16}{6} - \frac{20}{6}$, 1654.—FRAGMENTS OF
JOURNAL

[S.P. 18, lxxviii. 139.]

A Journal of our voyage from the 16th of the eleventh month to the 20th of the same.

16th. This morning, the wind being come about to the north-north-east, our foretopsail was loosed, to give notice to the fleet of the

¹ Joseph Cubitt (*cf.* No. 1303), the writer of one of the fullest accounts of the battle off the Texel (Vol. V, No. 1181).

General's intention to sail: the same morning a Council of War was called of the flag officers only, to advise about going to sea if the wind continue eastwardly, and how to order the fleet for the best advantage of the service and securities thereof, and after some debate thereon it was agreed that the fleet be in two bodies, thus disposed, the main body to keep it up to windward, with all the sail they could make, yet so as they may not be separate, and the station to be between the Isle of Wight and Cape Barfleur: the lesser body to be only frigates which are to ply as near the shore as with safety they may, and to endeavour to keep sight of the main body in order to a conjunction upon discovery of any fleet. Soon after this result a gun was fired and the foretopsail sheets hauled home to give notice to the fleet of the General's intention to weigh forthwith, which was accordingly done, and about three in the afternoon got to sail, and stood off all night with an easy sail, the wind as before, and a moderate gale.

17th. This morning we had the wind more eastwardly, a fresh gale. About nine of the clock a Council of War was called to let the respective captains know the General's intentions for the better ordering of the fleet during its continuance in this station between the Isle of Wight and Cape Barfleur, in order to which directions verbally given unto the commanders of the Marston Moor, Essex, Laurel, Kentish, Portland, and Nonsuch frigates to ply about 3 or 4 leagues off of Cape Barfleur and to give notice by the usual signs upon the discovery of any fleet, to which end they are appointed to keep sight of the main body and what frigates more should come into the fleet are to be sent unto them for strengthening that

body ; Captain Bourne appointed to command them, and to select two frigates out of his squadron to ply close under the French shore that no ships may pass by unseen.

At the same time the General orders the Elizabeth and Expedition to ply to the northward, and to keep as far to windward of the main body as they may well be discerned, and by signs, as in the instructions for sailing to give notice to the main body upon discovery of any fleet of ships.

After this every commander repairs to his charge, and the fleet prosecutes the aforementioned resolves—the remainder of the day we had the wind more eastwardly—a fresh gale.

18th. This day was fair weather and little wind yet that which was eastwardly, the fleet continuing in their station, making the English shore in the morning, and French shore in the evening. This afternoon came into the fleet the Convertine and Gillyflower and Lubeckers come from Dunkirk, then were also 8 Hamburgers brought in by the Paragon but were cleared—presently a hoy was also ordered for Ellen Road to give notice to all the State's ships of the fleet's station, with orders for them to hasten to the fleet.

19th. This day the wind as before though very little, being close weather—at night the Expedition brought in a prize come from Zealand, and bound for Bordeaux. She had little in her except a few deal boards.

The captain of the Diamond also gives an account of a vessel he forced on shore on the French side.

20th. This day the wind all northward, fair weather and a moderate gale. We endeavour to gain the English shore. In the afternoon the wind more eastwardly.

1318. *Jan. 24th
Feb. 3rd*, 1654.—PACK TO A.C.

[S.P. 18, lxx. 39.]

Right Hon^{ble}.,—These are in humble wise to signify unto y^r. Honours that according to the orders and instructions to me given by the R^t. Hon^{ble}. General Blake and General Desbrow the 5th inst. at Gravesend, having transported the Lords Deputies from the States General of the United Provinces in the Netherlands into Holland, and landed them at Helvoetsluys, their desire was that I should stay there for the space of eight days while they communicated the proposals with which they were sent to the States General, which I accordingly did, and upon the last day of the said limited time I received a letter by an express from the Lord Beverning and the Lo. Nieuport signifying that it was the States' desire that I should stay yet two or three days more, assuring me that it would be much conducing to the benefit of both nations through the hopes for peace between them, of which there was so great probabilities, the which was also certified me by my Lady Strickland, whose desire and endeavour it was to come over with me, but could not, in regard my Lord Beverning's despatch was so sudden, who came on board within 3 days after which was the 21st of this month, whom we landed at Harwich this present day, where I shall abide till I have your Honour's order for my future employment.

In the interim humbly taking leave,

I remain, &c.,

[No Signature.¹]

On board the Amity frigate,
at Harwich 24 Jan. 1653.

¹ No. 1229 gives H. Pack as commanding the Amity. A. Porter, who writes from that ship in No. 1328, was apparently her "Clerk of the Cheque."

1319. $\frac{\text{Jan. } 25^{\text{th}}}{\text{Feb. } 4^{\text{th}}}$, 1654.—BLAKE AND PENN
TO A.C.

[S.P. 18, lxxviii. 169.]

Gentlemen,—We are now going to sea, the wind being all eastwardly, where we suppose it is settled for some time. Our intentions are to ply in the same station you were formerly acquainted with, or where else may most conduce to the good of the service. Here is nothing more at present, having received no intelligence from our scouts at sea since we parted from them.

We are, &c.,

ROB. BLAKE,
WM. PENN.

Swiftsure at
the Spithead
under sail 25th Jany. 1653.

1320. $\frac{\text{Jan. } 30^{\text{th}}}{\text{Feb. } 9^{\text{th}}}$, 1654.—BLAKE AND PENN TO A.C.

[S.P. 18, lxxviii. 200.]

Gentlemen,—Since our departure from this place with which our last acquainted you, we have kept sea, though little hath presented worth your knowledge, and yesterday the wind coming about all westward, it was thought necessary to gain this place in time lest we should be driven to leeward, but have left a considerable party of frigates to keep sea, which we apprehend will answer the service during the wind's continuance as now it is ; a list whereof is herewith sent.

Upon intelligence received of several Dutch merchant ships now at Newhaven waiting only the opportunity of a fair wind to carry them home, we have appointed the Dragon, Tiger and Adventure frigates to ply to the eastward of that place, the better to intercept them, and less they

should miss of them, have given notice hereof to the party of frigates now plying in the Narrow.¹ We have also appointed the Constant Warwick to ply off the Land's End as an additional strength to those ships already there, which will now be 6 in number, good sailing frigates, and have given the Commander-in-Chief, Captain Cubit, in the Portsmouth, strict order to keep sea as much as possibly he can, who being an active man, we hope will give a good account of that affair, which is all at present but that we are, &c.,

ROB. BLAKE,
WM. PENN.

Swiftsure in
Stokes Bay
the 30th Jany. 1653.

For the Right Honble. the Generals of the Fleet at Whitehall.

1321. *Jan.* $\frac{31}{Feb. 10}$, 1654.—HEATON TO BLACKBORNE

[S.P. 18, lxxviii. 214.]

Sir,—The Generals at sea appointed me in company of 3 more to ply in the Soundings—few are to be met save pretended friends, indeed 15 days ago I met Beach and 3 frigates more which did mouth me a saker shot at 2 in the afternoon. When I had his wake I tacked and kept him company till night, it was so much wind and sea that we could not with safety open a topsail, since I have not heard of nor seen him. On the 26th instant, S.W. from Scilly, in 90 fathoms water, I met 5 sail, viz. 2 Ostenders, 2 Dunkirkers, and one Hamburger, with some from Malaga. Upon supposition of their going for Holland I thought it my duty to bring them to Plymouth, there to clear themselves.

¹ Between Cape Barfleur and the Isle of Wight.

On the 28th I see a fleet of our merchant ships homeward bound.

On the 29th, I endeavoured to get the wind of the same that I might the better secure them from pirates.

On the 30th as I plied in sight of the Lizard on the weather gauge of the fleet which was 28 in number I had sight of a Dutch man of war. By 2 in the afternoon I got up with him, and after some scuffling, through God's mercy I became master of her without hurt to any of my men.

The captain's name is Daniel Willebore, the ship is called the Walcheren of Middleburg of 20 [guns] and 70 men, 6 whereof was slain. He hath been 7 months from home—sold his prizes always in France. This ship lay commonly upon the west coast, with whom the Nightingale fought about 24 days ago near the Start. I hope God in short time will deliver Beach and the rest into our hands, or we shall make the sea too hot for them.

Not else at present, but desire to approve myself.

Yours and the Commonwealth's to be commanded which I am,

N. HEATON.

Sapphire,
Plymouth Sound,
31 Jany. 1653.

1322. Feb. 1³/₈, 1654.—*BEVERNING TO S.G.*

[Thurloe S.P., ii. 67.]

High and Mighty Lords,—They are sending two more regiments from hence to Scotland and General Monck is designed to go commander in chief thither, but the time of his departure is not

yet resolved on. Certain it is, that they are sending 25 frigates to the north, to hinder all assistance from being sent to the Scots and the fleet is to be reinforced with 30 good ships more, that were prest this week in the river, to be ready in 18 days' time. Whether that be the reason, or any other concealed, which I am ignorant of, I cannot positively advise, but this is certain, that besides the 70 or 80 ships, that lie about Portsmouth, these 30 merchantmen more this week were contracted for, and are providing with men in all haste, to go and join with the fleet. Some think that they have advice here of the great equipage of your High and Mighty Lordships and of a precise order to have your fleet ready against the 1st of March; and that therefore the lords of the government here are resolved to have first a great and powerful fleet at sea; but I hope, that God will soon dispel all jealousies with a gracious blessing upon our treaty. I remain,

High and Mighty Lords,
H. BEVERNING.

Westminster, Feb. $\frac{3rd}{13th}$, 1654.

1323. Feb. $\frac{4}{14}$, 1654.—WETTEWANG TO A.C.

[S.P. 18, lxxix. 22.]

Right Honourable,—Sir, after my service presented to your Honours, these are to certify you of my proceedings according to your Honours' order. I conveyed in company with the Red Hart pinck seven sail of Hullmen into Humber, where we left the Red Hart pinck having almost lost her rudder, which done, I went to Newcastle, and there was 30 sail of colliers which we went

to the southward withal, so far as Flamborough Head, where we met with a Hollands man of war of 16 guns, which we gave chase to, but could not get him. The fleet would not stay, but plied to windward, the wind being southerly, so that we were put to leeward of them. The next morning we were following the fleet with all sail we could, it being the 25th January—near under the Head, we met with another man of war, which we chased, and took in 6 hours' time with 6 guns and 52 men, we killed him one and wounded 7 more, the wind blowing hard southerly, that we were forced for Newcastle, where I delivered the prize to the prize masters. We have washed and tallowed our ship, for she was very foul, and now we are a coming to the southward with 40 sail of colliers, but I had rather for my own part do you any other service, though never so much hazard, for the colliers will not keep together so that it is impossible to secure them. So having nothing else to acquaint your Honours, but that we hear of 3 or 4 men of war upon the coast, I take leave and rest, &c.,

JOHN WETTEWANG.

From aboard the Sparrow,
at Tynemouth Bar,
Feb. 4, 1653.

1324. Feb. $\frac{4}{14}$, 1654.—BLAKE AND PENN
TO A.C.

[S.P. 18, lxvi. 9.]

Gentlemen,—Yours of the 30th of the last month, with another of the 2nd inst. were received, and have advised with several commanders and pilots in the fleet which are best acquainted with the harbour of Brest whether any of our frigates

may safely ride before the mouth thereof, and do upon enquiry find that it will be very dangerous with a westerly wind which most commonly blows there, and if it do please God to afford them safety with that wind yet they dare not let slip or cut to follow any that shall be bound in with those winds, so that all things considered we do conceive the service may as well be answered if these ships already appointed to ply thereabouts be active in their duty in lying constantly near Ushant and the Seams as wind and weather will permit, and upon set eastwardly and northwardly winds to close into the harbour as with safety they may, and do also apprehend their present number, being 6, to be sufficient; if you should think fit to add any more we shall comply with you therein; and what orders you apprehend fit to give them we desire may be sent by land to such port as may with most expedition answer that service, which cannot be done by sea so long as the wind continues westwardly. For what you write about muster books to be sent to the Commissioners for Sick and Wounded, order shall be given thereon at the next Council of War.

We are sorry to hear that the treaty between the Dutch and this Commonwealth is come to no certain resolution, their delay portends no great hopes of agreement, the consideration whereof doth quicken our former endeavours that such of the fleet now here may be ready for service upon all commands, and so hope the like with you.

For fit commanders for those ships you mention we can give little account at present, only refer you to a former letter of General Monck wherein commanders for some of them were propounded.

For the Hare pink we suppose she is plying

in the Narrow but we shall send that she may repair hither for her orders, and desire you will do the like by land which we conceive will be the surest and speediest way.

Care shall be taken to send 6 frigates to the eastward to look after the four Hollands men of war you mention, and to do any other service which Providence shall present.

Understanding that the Master Attendant at Portsmouth hath no accommodation for his residence at the dock the better to carry on the service as other officers have, we do offer as a thing necessary that some suitable provision be made for him there, apprehending it will much conduce to the advantage of the service according to the present state of affairs.

This day came into the fleet the George, Convert and Recovery.

We are, &c.,

ROB. BLAKE.

WM. PENN.

Swiftsure,
at the Spithead,
4 Feb. 1653.

1325. *Feb. 1⁶, 1654.—PETITIONS TO THE
PROTECTOR*

[S.P. 18, lxvi. 12.]

To His Highness Oliver, Lord Protector of England, Scotland and Ireland and his Council.

The Humble Petition of Judith Todd, widow,
sheweth,

That her husband Thomas Todd did with much good affection and faithfulness serve this Commonwealth divers years in several of their ships since the year 1642 and for two years past

discharged the place of Master in their service, but in this last expedition chose voluntarily to serve under the commands of Major Bourne, Rear Admiral in the Ship Andrew, with the fidelity and courage of your petitioner's said husband in that whole time of service and more especially at the engagement nigh the Kentish Knock was sufficiently manifested where her said dear husband to her very great sorrow received his mortal wound, and whereof he shortly died, having two months before that time a command conferred upon him by the General as the merit of his faithful and active service before, but seeing the said ship was not at present fitted for sea, chose rather to spend that time in your service.

Your petitioner by this sad stroke being deprived of so faithful a husband and left with one child, and for that your petitioner's said husband did spend his youth and time without any improvement of his outward estate for the well-being of your petitioner and her infant, being carried forth in his spirit for the public interest of this nation, your petitioner therefore humbly beseecheth Your Highness to take into consideration her very great loss and to vouchsafe some comfortable means towards her subsistence with her child, or otherwise to refer the same to the Honourable Committee of the Admiralty and Navy.

And she (as in duty bound) shall ever pray.

Monday, Feby. 6th, 1653.

His Highness is pleased to recommend this petition to the Commissioners for the Admiralty and Navy to order an allowance to the petitioner as to others in like cases.

J. S. M. KER.

My Lords,—Upon consideration of the great loss sustained by the death of Mr. Thomas Todd, especially to the family to which he was related, we are bold to certify that most of us upon our own knowledge and observation are fully satisfied that the said Todd was a very godly man, and one that feared God and faithfully served this Commonwealth, in the just defence of whose honour and right he several times engaged, and we have good cause to rest assured that at the fight with the Dutch fleet nigh to the Kentish Knock (under the command of the Rear Admiral in the *Andrew*) he behaved himself very gallantly, and there received his mortal wound of which he shortly died.

We humbly recommend the condition of the widow and her child to Your Lordships' consideration, and remain,

Right Honourables,

Y^r. very faithful and humble Servants,

WM. PENN,

JOHN TAYLOR,

WM. HADDOCK,

SAM. HONETT,

THOS. EVANS,

JOHN BOURNE,

ANTHY. EARNING.

3rd April 1653.

Right Honourable,—I may not omit to trouble you with a word concerning the husband of this petitioner. I have known him for many years, and all that time to be a most faithful and active man for the carrying on the great interest of this Commonwealth, so far as his capacity reaches, and that he personally served the State since the relief of Lyme, where he was actually employed amongst others that went on shore for that pur-

pose, and for above two years past he served in the place of a Master in your service, where he had good approbation, but in the beginning of March last he being very zealously affected to the present cause chose rather to go as a volunteer under my command in the *Andrew* than embrace better offers as to his outward advantage. In which time and employment, he behaved himself not only as a godly precious man but with very much zeal and courage upon all occasion, and more especially at the engagement with the *Hollanders'* fleet nigh the *Kentish Knock* where he had his arm shot off close to his body, and some days after died. I cannot speak more in his honour than he justly deserves. I humbly offer the premises to your Honours' consideration, and commend the widow and her child to your favour, whose loss cannot be made up, but her life may be made more comfortable by your compassion.

I beg your honour's pardon that I have been so large, my heart being constrained thereunto, and so remain, &c.,

N. BOURNE.

We, who have hereunto subscribed our names, do certify the truth of this above written.

JOHN OKEY,
JOHN WATERTON,
HENRY BARTON,
WILLM. GREENHILL.

1326. *Feb. 14, 1654.*—BLAKE AND PENN
TO A.C.

[S.P. 18, lxxix. 87.]

Gentlemen,—Yours of the 11th instant we received and as to what intelligence you have that *Beach* with 2 ships more of *Brest* are gone

northward, we do apprehend that he is now westward by what we hear, and that he hath not been northward very lately, neither can we learn anything of those 4 Dutch men of war which were reported to chase an English ship into Ryde Bay, as by the enclosed will appear ; however, our endeavours are and shall be that the enemy have as little liberty as may be to range in the Channel.

Since our last we have kept sea with the main body of the fleet until now that the wind is come about all northwardly, which hath occasioned our arrival here, but have left a considerable party of frigates at sea to answer all emergencies. Little hath occurred considerable only the taking of 3 small vessels, according to the enclosed note. We have this day sent into Portsmouth harbour 7 or 8 frigates to wash and tallow, and so from time to time take the advantage to refit our ships, that upon all occasions we may be in a continual posture for service but do conceive more expedition might be used if a timely supply of victuals could be had, the want thereof causeth their stay in harbour three times so long as otherwise they might, which to prevent for the future it were advisable that some effectual course might be taken, there being none of the victuallers here now as we are informed.

Here is one Captain John Jefferies, commander of the Little Charity, who is an active man, and well reported for an honest man, and therefore have thought to propose him unto you for commander of the 4th frigate now building at Bristol, which is all at present, but that we are, &c.,

ROB. BLAKE,
WM. PENN.

Swiftsure in
Ellen Road,
the 14 Feb. 1653.

Prizes taken between the 9 and 14 Feb. 1653.

Jacob Yeankes, Master of the pinke St. David of Horne 90 tons, his lading 2000 Dutch cheeses, 8000 pantiles, 21 firkins of butter, 2000 pipestaves, and some hoops, bound for Lisbon, taken by Captain Fran. Allin,¹ commr. of the Advice frigate.

Jose Johnson, Master of the Beane of Tragoose, twenty last laden with wheat, rye, beans, pease, and six pots of mather ; came from Zealand, and bound for Bordeaux, taken by Captain John Umpheres,² commander of the Nightingale frigate.

Cornelius Petersen of Riga in Zeifftland, Master of the Arms of Riga, 120 tons nothing but ballast, bound for Nantes, taken by Captain Robert Sansum,³ commander of the Adventure frigate.

Ships appointed to keep sea in the absence of the fleet (*i.e.*) :

Marston Moor	Taunton
Portland	Foresight
Advice	Centurion
Ruby	Tiger
Assistance	Dragon
Nightingale	Adventure
Reserve	Great President
Rich ^d . and Martha	Convert
Kentish	Industry
Princess Mary	Society
Essex	

¹ *I.e.* Allen.

² *I.e.* Humphreys.

³ In No. 1303 R. Samson appears as commanding the Bryar, the Adventure being commanded by P. Foot.

1327. Feb. $\frac{5}{15}$, 1654.—F. WILLOUGHBY
TO A.C.

[S.P. 18, lxxix. 93.]

Right Honourable,—You may please to take notice that the Speaker, Bristol, Elizabeth, Diamond, Thomas and Lucy, Ruby and Westergate are all tallowed, the 2 last are gone to sea, the three first staying for a wind; the other 2 for victual.

Yesterday the Laurel, Worcester, Pelican, Non-such, Expedition, Mathias, Welcome and Elias came into the harbour, which with the Heartsease before in, we hope to have ashore next spring, no care being wanting to forward the State service.

Yesterday we carreened one side, this day have perfected the other side of the Sovereign, so that we hope on Monday or Tuesday next to have her in a capacity to receive her provision, if any may then be ready for her, which I much fear.

According to information from the victuallers we have not above three thousand five hundred men's victuals left in this port for 6 months. The greatest part of the fleet will suddenly be in want of a recruit. I should desire Y^r. Honours would please to take it into consideration, that some effectual course may be taken for a timely supply.

I am, &c.,

FR. WILLOUGHBY.

Portsmouth,
15 Feb. 1653.

1328. Feb. $\frac{16}{26}$, 1654.—PORTER TO N.C.

[S.P. 18, lxxix. 104.]

Right Wor^{ps.}.—Your Worships may please to be informed that in pursuance of an order to Captain Nicholas Foster and other captains, appointing them to ply between the Dogger Bank and the Riff for the space of a month after our arrival at the river of Humber (where we were to take into our company the Newcastle, Assurance, and Mermaid frigates according to the readiness they were in, and after the service performed by some of them for which they were designed) on the 11th inst. we arrived in Grimsby Roads, where understood that the Newcastle was not ready and the other two attending some merchant ships which they were to convoy for the river Elbe, so the next day set sail towards our station, and on the 13th about 7 leagues off from Flambrough Head (an hour and a half before day), we espied divers vessels, each having a light out, whom we chased, and by the time we had a competent light of the day, made two of them to be ships.¹ Captain Foster gave chase to her that was leewardmost, and we to the other, whom by 8 of the clock (or before) we came up with, he putting out a Holland's ensign, and a bloody Jack, who seeing that he could not go from us, tacked, seeking to gain the wind of us, but could not. As soon as 'twas fit, we fired a gun at him, who answered us for the same with two. We fought with him till 7 hours or more were expired before he would yield, notwithstanding we shot his foretopmast by the board the second (or third) broadside that we gave him,

¹ *I.e.* warships.

in all which long and hot dispute the Lord was so pleased to favour us that we lost but one man in the fight, one mortally, and 2 more slightly wounded, whereas we slew 8 of his men and wounded about 18 more. Captain Foster chased so far to leewards after the other ship (that pretends to be a Swede) that he could not fetch us till after we had taken this, whom we found to be a Zealander of 20 guns called the Sandenbergh of Siriacksea, appointed to waft those vessels which bore the lights (being about 40 sail of fishermen) whom we could not meddle with by reason of manning of him and repairing (in some measure) the rigging, which was extremely cut and broken. We received three shot through the diameter of our mainmast, by reason whereof (I suppose) it's altogether unfit for further service. Our main topmast cap was shot asunder, our sails generally torn, but (thanks be to God) we received little damage in the hull; our foreyards and foremast shot in divers places. We received one shot also in our mainyard, and as touching our prize (which we were ordered by Captain Foster to carry into Humber), she was so disabled that we were forced to tow her thither, and brought her to an anchor near Grimsby the next day, being the 14th instant, and as soon as we can have an opportunity of wind, we shall ply for Yarmouth or Harwich to refit our frigate.

This I thought my duty to give your worship an account of, as I am, &c.

ANTHO: PORTER.

From on board
the Amity frigate
in Grimsby Road,
the 16th Feb. 1653.

To the Rt. Worshipful the Commissioners of the Commonwealth's Navy at their office at Tower Hill, London.

1329. Feb. $\frac{17}{2}$, 1654.—BLAKE AND PENN
TO A.C.

[S.P. 18, lxxix. 116.]

Gentlemen,—According to your desire in a former letter, we have caused a survey to be taken of all the brass ordnance in the State's ships here, and in Portsmouth Harbour, and the persons entrusted, upon their return, do not find any amongst them to be defective. We also writ to Mr. Newbery, Officer for the Ordnance at Portsmouth, to take a survey of what guns were under his charge, from whom we have received no account as yet, and are informed he is now at London, where we hope he hath given you account of this, but by what we can perceive, there is small hopes of providing the Sovereign with a lower tier of ordnance this way, and do hope that some more effectual course is taken to supply that want before now, which we thought necessary to acquaint you with, in regard we understand she will be ready to take in provisions on Monday next.

We find that notwithstanding all our care to provide men for the fleet we do not only come short of our expectations, but many of those we have do also desert the service, although all due care hath been taken for prevention thereof, which it is conceived is chiefly occasioned by that general liberty given to merchants' men going to sea, not so safe, according to the present state of affairs, for we are informed that there is gone out of the western ports of this nation at least 3000 able seamen, this last eastwardly wind which

we fear will be very much wanted to man this next summer's guard.

We are, &c.,

ROB. BLAKE,

WM. PENN.

Swiftsure in
Stokes Bay,
17 Feb. 1653.

1330. $\frac{\text{Feb. } 22}{\text{Mch. } 2}$, 1654.—*E. ALKIN TO BLACKBORNE*

[S.P. 18, lxvi. 54.]

Hon^d. Sir,—I make bold to trouble you with a line or two to beseech you to afford me your good word to the Hon^{ble}. Commissioners for the Navy for a little money, for truly Sir I am a very weak woman, having many infirmities upon me which have been procured in my endeavours to serve this Commonwealth.

As for the ten pounds that was ordered me that Major Bourne paid, I paid six pounds of it at Harwich¹ and at Ipswich, disbursed money for the relief of the poor Dutch prisoners, seeing their want and misery to be very great, could not but have some pity towards them (though our enemies), and as for the money I had besides at Harwich, the Mayor had the account of it to a penny, so that indeed I brought up but poor three shillings to town, therefore, good Sir, make my case known that I may have something ordered now for my relief being now in a course of physick, and I shall as ever I have been if God spare my life and health to the utmost of my poor endeavours be serviceable to this Commonwealth. So with my prayers for you and yours.

I rest [&c.]

ELIZABETH ALKIN.

22nd Feb., 1653.

¹ Harridge.

1331. $\frac{\text{Feb. } 25}{\text{Mch. } 7}$, 1654.—BLAKE AND PENN TO A.C.

[S.P. 18, lxvi. 71.]

Gentlemen,—Yours of the 16th and 18th with another of the 21st present we received, whereby we understand that care is taken for furnishing the Sovereign with a lower tier of ordnance which she will be ready to receive so soon as they can be sent down, and therefore desire the more expedition may be used.

Your orders to the commanders of those ships to the northwards for repairing to the fleet in order to a conjunction are very reasonable, having respect to your intelligence about the enemy's intention to be at sea with 120 sail of ships by the first of the next month ; but for calling off those ships whose stations are to the westward, especially those at the Land's End, where they do considerable service, we have suspended at present, having credible intelligence that Beach is yet thereabouts. But if your next speak the treaty at the same uncertainty we then desire your further opinion as to calling them off, which we shall advise and do therein as may most conduce to the good of the service. In the meantime (you being best acquainted with the state of affairs in relation to the enemy) we hope some effectual as well as timely care will be taken to [supply] the fleet with men, the want whereof is very considerable, and do very well approve of, and join with you in the report presented to the Lord Protector and Council about an embargo, it being as we conceive the only way to answer the service in that particular, and would have been more effectual if it had been sooner put into operation provided that the war with the Dutch go on.

We are still here with the main body, the wind

having been westwardly and northwardly, with blowing weather so that we have had little intercourse with the shore. Our squadron is still at sea, from whom we heard the other day, but nothing worth your knowledge, save that through the goodness of the Lord they were in their appointed station, and in a good condition, notwithstanding the foul weather we have lately had.

We are [&c.]

ROB. BLAKE.

WM. PENN.

Swiftsure in Stoakes

Bay, the 25th Feb. 1653.

1332. $\frac{\text{Feb. 27}}{\text{Mch. 9}}$, 1654.—*E. ALKIN TO BLACKBORNE*

[S.P. 18, lxvi. 74.]

Hon^d. Sir,—I beseech you to stand my friend to the Hon^{ble}. Commissioners for the Navy (not knowing who else to make my case known unto), being in great strait through the weakness of my condition am inforced to make use of two nurses for my help, and have not sufficient to defray what my necessities require, desiring you to take into consideration that my sickness and many infirmities being procured by my continual watchings night and day to do service for this Commonwealth, and having implored others to do the like, have been inforced to sell my bed and other goods to make them satisfaction and to prevent their clamour. I therefore humbly request I may [have] a little money ordered me or my pension mended, or else be put into some hospital, my days being but short, and to prevent a miserable end of them, my charge being very great for physic and necessary attendance for my preservation, and I shall think myself

ever bound to you for all your favours, hoping I shall be no more troublesome to you, but shall while I live pray for you and yours and rest.

Your poor servant in distress,

ELIZABETH ALKIN.

Feb. 27, 1653.

1333. *Mch.* $\frac{3}{13}$, 1654.—A LETTER OF
INTELLIGENCE

[Thurloe S.P. ii. 130.]

Sir,—Many of their men of war are already fallen down towards Texell and the Commissioners of the Admiralty on Monday last gave orders that the workmen should labour all night as well as day upon those ships yet preparing, which may be ready the next week : so soon as they are ready, they are dispatched away with all speed, though not one ship manned. Most have not above 12 or 20 men aboard. This week the drum shall beat for men, that their fleet be manned with all speed, which I cannot believe be done in less than . . . months' time. They would be put to it for men but that many entertain service in hopes of a peace. As I conjecture the reason of this sudden preparation was upon a flying report that your fleet was designing for the Sound. They will send a convoy with their East India ships outward bound, a fleet for the Straits, to keep the French and the Turks in, and will have a fleet in readiness about home. All this must be done out of the number I sent you the list of. Their East Country fleet of 150 sail are arrived here. It is now the season to send out merchantmen for all ports, many are ready but attend on the conclusion with you.

March 13th, 1653/4. N.S.

1334. *Mch.* $\frac{4}{14}$, 1654.—BLAKE AND PENN TO A.C.

[S.P. 18, lxvii. 25.]

Gentlemen,—Yours of the 2nd instant we received with some intelligence that the Dutch intend to be at sea with a considerable fleet very speedily, with this advice to have the fleet in such a posture as may answer the service, which we have not been slack in so far as lies in us, and shall endeavour to continue the same, but do somewhat wonder that the ships in the river make no more expedition to us. The enclosed¹ is a list of the ships here and in Portsmouth harbour, by which you will perceive not only our present condition, but also that the ships appointed to ply between this and the Land's End are now in the fleet, except the old Warwick, which is inconsiderable.

We have writ to our partners that the Martin, Merlin, Drake and Nonsuch ketch may be ordered hither, and we shall send the Pelican frigate to keep company with the Pearl in the Narrow, which we apprehend will as well answer that service there, and those small vessels more useful to us here, and therefore desire your concurrence.

The wind is now at north-east, which hath occasioned our falling down to Ellen Road, where we shall be ready for any opportunity of service that may present, and if the wind continue here put forthwith to sea.

We are [&c.]

ROB. BLAKE.
W^m. PENN.

Swiftsure in Ellen Road
the 4th March, 1653.

¹ Not in S.P. 18.

1335. *Mch.* $\frac{10}{20}$, 1654.—AN INTERCEPTED LETTER
TO SIR WALTER VANE

[Thurloe S.P. ii. 153.]

The joy here is very great, being assured of the peace with England. Such a number of people and ships lie idle here and have nothing to do, that it is incredible, who would be glad to be at work again, if it so pleased My Lord Protector. The great preparations in the meantime, that are made in England, do still put the people in some kind of fear, that all is not right as it should be. The men of war are equipping, but slowly. . . . Everybody doth desire peace but few believe that England will make it to hold any long time. . . .

Your devils of English capers have taken at the mouth of the Vlie seven ships that came from Hamburg laden with fruit from Spain. The devil take them all.

Amsterdam. March 20th, 1654. NS.

1336. *Mch.* $\frac{14}{24}$, 1654.—BLAKE AND PENN TO A.C.

[S.P. 18, lxvii. 81.]

Gentlemen,—One from General Monck of the 9th instant with another from yourselves of the 11th we received, and shall consider of one or more fitting vessels to secure the trade about Lundy, though we conceive it is one part of the station whereon the Irish squadron ought to ply.

Before yours came to hand we had received on board several ships of the fleet about 400 of the soldiers lately sent down, but shall suspend the remainder till we hear further from you, only desire that a proposition of beds may be hastened to us for them, which is the greatest want at present.

Yesterday we got the Sovereign into Stokes Bay, where all endeavours shall be used to enable her for service, as well as the rest of the fleet, which we are not slack in, and do hope that those ships in the river will receive the like dispatch, and, as they are ready, be hastened hither in order to a conjunction—which is all at present, but that we are [&c.]

ROB. BLAKE.
W^M. PENN.

Swiftsure in Ellen Road
the 14th March, 1653.

We desire you will not forget to hasten away orders to the Martin, Merlin, Drake, and Nonsuch ketch. now in the Narrow, to repair to the fleet for the reasons mentioned in our former letter.

1337. *Mch.* $\frac{16}{26}$, 1654.—COMMISSIONERS FOR SICK
AND WOUNDED TO A.C.

[S.P. 18, lxvii. 94.]

To the R^t. Hon^{ble}. the Commissioners for the
Admiralty and Navy.

By the Commissioners for sick and wounded.

In pursuance of the General Order of the 27th January last, we have perused an account of disbursements for sick men brought to us by Mr. Edward Hayward, of Chatham, and Mr. Tho. Whitton, of Rochester, for taking care of whom they were warranted from the Commissioners of the Navy, Mr. Hayward's bearing date the 13th January 1652, and ending the 10th November following; Mr. Britton's the 10th June last and ending the 14th November following, and find Mr. Hayward charge himself with £550 (which agrees with

a certificate from the Treasurer of the Navy), of which hath been disbursed £539 6s.—£43 6s. 1d. whereof is expended for diet for the sick, wherein they exceed not 1s. a day for a man and £103 5s. 0d. for other emergencies, viz. : £81 16s. 0d. to doctors and apothecaries for physic, £20 for nurses, candles and fire, &c., in extraordinary occasions, 20s. for shirts for 5 sick men, and £9 for bringing sick on shore.

The consideration of whose pains and faithfulness in their husbanding the State's treasure doth induce us at their request humbly to commend them to your Honours for the allowance following, i.e. To Mr. Hayward for 302 days at 2s. a day and £5 towards travelling charges divers times to London, £35 4s. 0d., which we consider to be below his desert, but he be in the State's service, and under salary for another affair. To Mr. Whitton for 158 days at 3s. a day in regard it was his whole employment, and £5 for his travelling charges, £28 14s. 0d., so that the whole amounts to £603 4s. 0d. which we humbly desire may be regarded by your Honours and the Commissioners of the Navy for payment, the imprest being abated, and remain [&c.]

SAMUEL COOPER.

JOSE LARK.

SAMUEL WARD.

Little Britain,

Mar. $\frac{16th}{26th}$, 1653.

1338. *Mch.* $\frac{18}{28}$, 1654.—BLAKE AND PENN TO A.C.

[S.P. 18, lxviii. 2.]

Gentlemen,—Yours of the 16th instant we received, and the same day did arrive here the Martin, Merlin, Drake and Nonsuch ketch, out of

whom we took as many men as they could [?] towards manning the Sovereign and have remanded them to their former stations, the Martin only excepted, whom we intend shall ply about Lundy for securing of trade between the Welsh and Irish coast, which by General Monck we understand is infested with Brest pirates.

We are glad to hear that the treaty with the Dutch is likely to produce its expected and desired end, however our endeavour shall not be slackened so to equip that part of the fleet here as may answer all emergencies, so far as lies in us.

Since that Beach is taken by the Constant Warwick and brought into Plymouth, we suppose there are now no considerable ships to deal withal, and do therefore offer it unto you that the Portsmouth frigate may be commanded to the fleet with the ship Royal James wherein Beach was taken, conceiving they will be more useful here to attend that motion of the main body.

We desire to recommend unto you for officers in the great new frigate at Woolwich the persons following, viz. :

For {	Carpenter, John Pack, now carpenter of the Fairfax.
	Boatswain : Tho. Clemens now Boats ⁿ of this ship.
	Gunner : Tho. Swan, now Gunner of this ship, of whose ability and honesty we have very good testimony, also one Thos. May, midshipman here, for Boatswain of the 4th rate frigate at Bristol, which is all at present, but that we are [&c.]

ROB. BLAKE.

W^m. PENN.

Swiftsure in Ellen Road
the 18th March, 1653.

1339. *April* $\frac{1}{2}$ ³/₈, 1654.—MILL TO A.C.

[S.P. 18, lxix. 44.]

R^t. Hon^{bles.},—These are to advise your Honours that on the eleventh instant, the Portsmouth, Middleborough and myself were together between the Isle of Bas and Ushant, and in the morning very early, we did espy 45 sail of Frenchmen, with whom we did forthwith engage, which came from Saint Malos, the most part of them bound for the Newfoundland—some of these ships had 20, 18, 16, 14 guns apiece, some more, some less. I sunk two and brought in one here with me, which is 150 tons, and hath 9 guns. The Middleborough, she is here likewise with two prizes, but whether the Portsmouth hath taken any I know not. When we did engage with them it was very foul weather, so that we could not carry out our lower tier of guns, none of us, but what we did was with our upper tier of guns. We did disperse the fleet, some foremasts and some mainmasts shot by the board, some are gone one way, some another, so that we could not board them by reason of the foulness of the weather, but if it had pleased God to have given us fair weather we had taken and spoiled the most part of them. In this engagement I had my main topmast shot by the board, and my mainmast shot in one place, and cracked in another place, and foremast shot through in the middle, and mainyard shot and foreyard shot and bowsprit broken, and all our sails and rigging torn to pieces. As soon as the engagement was over I shaped my course for Plymouth, it being very thick, misty and violent stormy weather. We fell in within two miles of the shore before we saw land, and the land we first made was the Island of Lew, and the wind was

at south-south-east, so that we could not by any means weather the Ramhead nor the Dodman. I did endeavour what possible could be to get into sea, but could not, ever expecting when the mast would go by the board, so that I was enforced, for the securing of the ship, to put into this harbour, and with the first opportunity shall for Plymouth to have the ship repaired again. The Middleborough and prizes are forced in here by storm of weather, as we were. I have not heard of the Portsmouth since the engagement. We have sunk five, and have three in this harbour.

What the Portsmouth hath done since we parted from her, I know not.

Having not else at present to acquaint your Honours with, but remain [&c.]

ROB. MILL.

Fowey, the 13th April, 1654.

1340. *April* $\frac{1}{2}$ ⁴, 1654.—SACHEVERELL TO A.C.

[S.P. 18, lxix. 59.]

R^t. Hon^{bles}.,—Since my last to your Honours about three weeks since, here hath nothing happened, either of action or intelligence of any consequence in these parts ; if there had, I should soon have given your Honours an account, only according to your Honours' order we keep still plying in the narrow between Dover and Calais, together with the Merlin, Drake and Nonsuch ketch, where we are all ready to attend whatever shall be your Honours' farther pleasure. Here hath no ships of the enemy, either outwards or homewards bound, passed through the Channel of late, but only Hamburgers and Lubeckers, and such like, some whereof we have stayed on suspicion in Dover pier, but are now cleared again.

I was the last week at Dunkirk, from where I conveyed a very rich convoy of merchant vessels bound for London, who sent unto me often times for convoy before I went over, and being some four or five days wind-bound there, I could not return for Dover so soon as I expected to attend my Lord Protector's order to sail for Dieppe in order to the transporting the Earl of Bolingbroke and the Lord Mandeville for England, so that the Drake being present was sent upon that service. However, I hope the service I was then upon was not contrary to your Honours' desire.

This day here came by six of our merchant ships in the service who came from the fleet at Portsmouth, and were bound up the river, and also the Rear Admiral Badiley in the Vanguard came into the Downs yesterday, being the 13th instant. In my last I gave your Honours an account of some miscarriage of our private men of war who still infest these parts, and do much disservice to the Commonwealth in enticing our seamen and raising mutinies and violence on our men, when at any time we send our officers to press men for the State. However, I hope their time will not be long to continue amongst us. The 10th of this instant one Captain Welch, in a private man of war met with a ship belonging to Lubeck, who came from St. Martin's, and being then in Dover I saw him standing into the Road to speak with me. And this Welch, standing off to sea, met with him in sight of me, and made him sail to leeward for Rye road, where he very grossly abused him and his men, and made him by force sign a bill to a merchant in Dover to pay him a sum of money for his freedom, although he had the General's pass from the fleet, and other sufficient testimony besides, of his being bound for, and belonging only unto, Lubeck.

The next day I put accidentally under the Ness myself when this Captain Welch and the Lubecker were, and upon complaint by the skipper to me of his sad abuse, I called the business to a farther account before the Sub-Commissioners for Prize goods at Dover, who could do no less than acquit the man from any further trouble. This being one particular abuse, I could do no less (though something tedious) than give your Honours account, there being many other such miscarriages amongst them, so that whatever vessel they meet with, whether free or unfree, they will be sure, if they can, to make a spoil of them. So having not else at present to trouble your Honours, humbly committing you and your great affairs to the wise disposal and direction of our good God, I humbly take leave, and subscribe myself [&c.]

BEN. SACHEVERELL.

From aboard the Pearl
frigate, riding in the
Downs, this 14th April, 1654.

1341. *April ½7, 1654.—BURTON TO A.C.*

[S.P. 18, lxix. 63.]

R^t. Hon^{bles}.—The Brier frigate came into the roads last night, and this day I had all the officers before me. What one did say, all did affirm to be truth, as per enclosed appeareth. And for my opinion of this business, I cannot see any fault in the petitioner, Tho. Ridley, for when he that carry the light lay by the lee or short at any time, all the fleet must do the same, but he that carried the light was to blame, for when he laid short or by the lee, he should have put abroad two lights, and then all the rest of the fleet should have put abroad one light apiece, so every ship should have

seen one another, but before he that carry the light put abroad 2 lights the rest ought not to put abroad any, for if they do, then they cannot know him that carry the light. I cannot find any great fault in the Brier's company neither, for they say the night was dark, and rainy weather, and the vessel they sunk was a low small vessel, and they could not see her till they were so near her as they could not shun her. In case one merchant ship had run aboard another in the same kind, the law of the sea is to pay half the loss at the least. The Brier is gone to Harwich to victual. She cannot carry above 5 or 6 weeks' victuals at most, therefore she is not so fit to lay at North Seas as the Sparrow pink or the Weymouth pink, which are both at Newcastle. In case they come, if you please, I shall send one of them with the North Sea men—here is 30 or 40 sail ready to sail, and stay a purpose for convoy. Likewise the Iceland convoy is thought long, for the owners are with me to hear every post.

The Southwold, Aldborough, and Wells men are most of them yet to sail. I hope the next spring tide I shall get the frigates out into roads, and then I shall come and wait on you.

Not else, but the tender of my service,

I rest [&c.]

WILL^M. BURTON.

Yarmouth,

April 17, 1654.

P.S.—Came to me Capt. Smith in the Tarrenton which have taken an East Indiaman of the Dutch of 900 tons richly laden with 4 chests of silver, which he and the Captain of the Plymouth have aboard, two in each ship, being they took him together.

The Tarrenton have broke his bowsprit and his best bower anchor, and I having no supply for him

here, of masts nor anchor, have sent him into the Rolling Grounds of Harwich where Major Bourne may supply him.

He lost his prize in a thicket¹ but believe she is gone up to London.

The enclosed will give you a further account. Not else. I rest.

1342. *April 17, 1654.*—SMYTH TO A.C.

[S.P. 18, lxviii. 64.]

R^t. Hon^{bles}.—In pursuance of your order of the 25th of March, Captain Stainer and myself have been on the Dogger Bank, and plying near to the Riff the 13th inst. at half an hour past eight at night, being thick foggy weather, we espied a ship and bore up with her, being to windward. In an hour's time I clapped her on board, fearing lest by reason of the darkness of the weather she might escape. I having intelligence of six of their men of war that were to come convoy for the Sound, and thought that this might be one of them, and to give him enough that the next day we two might be the better able to deal with the other five, but it proved an East India ship, called the *Rose of Amsterdam*; she was outward bound, and had been in Norway and bound for Holland. The men in her forced the master back for the Texel—we killed him 16 men, and wounded him many. She is a new ship of about 800 tons which never had been at sea, she hath but 26 guns, a very rich ship, as the men reported. She had in her four chests of silver, two of them Captain Stainer hath on board, and two I have on board.

Captain Stainer's lieutenant is in her and one Mr. Harrigate, which is master's mate with me,

¹ *I.e.* fog.

who is a very able man. We have either of us 20 men on board her.

It continued thick foggy weather from the 13th until the 16th, and on the 15th at ten in the morning we lost sight of her, we being the length of the head 20 leagues off at sea, the wind at E.N.E. I do not question but she is come safe into the river of Thames. I having given him an order to bring her to London in case we should part company, of which I thought good to give your Honours notice that further care may be therein taken. For the laying of her on board we have broke our bowsprit close by the stem, and she hath shot our best bower anchor in pieces, near to the nut, and the catheads away.

I do entreat your Hon^{rs}. that you would be pleased to give order that I may have a bowsprit and best bower anchor of 2700 sent to me, either in Yarmouth Roads or into the Rolling Grounds, for if I should go for Harwich, or come for the river of Thames, I should not be able to keep my men, but they would run away, being but lately pressed, and having little pay due to them. I have not seen Captain Holland nor Captain Parke since we set sail from Bridlington Bay. The 9th we left the company of the Phoenix, and hath not seen her since. And the last night, being on the back of Yarmouth, Captain Stainer chased one ship to the eastward, and I gave chase to another to the southward, and came up to her, being a ship belonging to Sturteene,¹ under the Queen of Sweden, which had her pass, and since we have not seen one another, but hope to meet in Yarmouth Roads this night or to-morrow. Your [&c.]

JER. SMYTH.

Yarmouth Roads
the 17th April at
4 in the afternoon.

¹ Possibly Stettin.

1343. *April* $\frac{17}{27}$, 1654.—STAYNER TO A.C.

[S.P. 18, lxi. 65.]

R^t. Hon^{bles.},—These are to acquaint you that according to your order of the 25th March, as soon as it came to my hand the 4th April, I did make what haste I could to execute that order, but the ships that were expected to be with me I never saw since the 5th, which was the next day, only the Tarington, which hath been with us ever since. I wrote to you the 12th instant from our station, by a ketch which was appointed to be with the Tarington and us, but I understand by Major Burton that letters are not come to hand, therefore I shall give you an account of all that hath been worth since the 7th instant. We meet with a fisherman of Ameland that gave us notice that the second of this month there came home an East Indian man of 12 guns and that there rideth two or three hundred sail of ships at the Texel, bound to the Sound, with a convoy of 10 sail, those ships are to bring back a fleet of ships that comes from France.

We hath meet several Hamburgers and Danes that came from London, but hath not seen one fisherman in the sea that proves enemies. The 13th instant the Tarington and us being together, we met a Hollander bound for the East Indies. After a short dispute he yielded, it being in the night, we lying by her sent our boat on board, the Tarington coming thought she had not been yielded, clapt her on board, by which means she hath lost her bowsprit, and since she being moored between us, we taking out the prisoners, before that I could give orders to my lieutenant who commands on board of her. We lost company of her, it being exceeding thick and foggy. I hope the prize is

in safety by this time ; before she departed from us we understood that she had money that lay in the main hatch way, we thought that the seamen would have embezzled it. We took it out. Captain Smith had two chests and I had the other two. The men says that there is much money in the hold.

She is a very great ship, and well laden, as is credibly informed by the officers that were taken in her. The master was slain, and six or eight and twenty men. We hath lost one man and one wounded. The Tarington had none slain nor wounded, but had two drowned in entering on board. In consideration that we were no more in company but us two, and the Tarington disabled by the loss of his mast, I thought good, our time being expired within two or three days, to come for Yarmouth, where I might receive further orders, but in consideration that there are none, Major Burton and I think it fit I should go to sea towards the Holland's coast for three or four days until you shall send me instructions, for then I shall be into the roads again to wait your pleasure, so I rest [&c.]

RICH. STAYNER.

From Yarmouth,
the 17th April, 1654.

To the R^t. Hon^{ble}. the Commissioners for the Admiralty, Navy at Whitehall.

Hast post hast.

1344. *Apl. 21*
May 1, 1654.—*PROCEEDINGS OF C.o.S.*

[S.P. 25, 75.]

The Articles of Peace Union and Confederation betwixt His Highness the Lord Protector and the States General of the United Provinces of the Low

Countries, together with the ratification thereof by His Highness were this day read (the same being signed by His Highness and passed under the great seal of England), and consented to by the Council, and it was ordered that it be offered to His Highness as the advice of the Council that the same be delivered as His Highness' ratification of the said articles to the Lords Ambassadors of the said States General.

1345. *Apl. 25*
May 5, 1654.—*PROCEEDINGS OF C.o.S.*

[S.P. 74, p. 57.]

That it be referred to Mr. Secretary Thurloe to send forthwith for the Heralds, and to give them such orders that the proclaiming of the peace concluded betwixt His Highness and the States General of the United Provinces of the Netherlands to-morrow may be put into an effectual way according to the Council's Declaration lately published.

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[Foreign ships are distinguished by capital letters after their names :—(D.), Dutch ; (Dan.), Danish ; (G.), German ; (S.), Spanish. Ships with no distinguishing letter are English.

It has been found impossible to take notice of all the variant spellings of names, especially of Dutch ships ; also confusion sometimes occurs owing to two or more ships of the same name having been serving at the same time.]

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